

AGENDA

NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE MEETING

Notice is hereby given that a meeting of the Northern Beaches Council Local Traffic Committee will be held in the Flannel Flower Room, Civic Centre, Dee Why on

TUESDAY 4 AUGUST 2020

Beginning at 10:00am for the purpose of considering and determining matters included in this agenda.



Jorde Frangoples
Director Transport and Assets

Voting Members

Chair – Mayor – Northern Beaches Council
 Member for Pittwater Mr R Stokes MP Representative
 Member for Davidson Mr J O’Dea MP Representative
 Member for Wakehurst Mr B Hazzard MP Representative
 Member for Manly Mr J Griffin MP Representative
 Transport for NSW
 Northern Beaches Police Command, Dee Why

Mr Michael Regan
 Mr Andrew Johnston
 Mr Phil Corbett
 Mr Toby Williams
 Mr John O’Connor
 Mr Raymond Tran
 Sergeant Nino Jelovic

Non Voting Members

State Transit Authority, Brookvale Depot
 Forest Coach Lines
 Manly Warringah Cabs Co-operative Society Ltd
 Cycling Representative

Mr Egwin Herbert
 Mr Robert Bicakcian
 TBC
 Mr Owen Dunne

Officers

Director Transport and Assets
 Executive Manager Transport and Civil Infrastructure
 Manager Transport Network
 Traffic Engineering Coordinator
 Traffic Engineer
 Traffic Engineer
 Traffic Engineer
 Traffic Engineer
 Traffic Engineer
 Traffic Officer
 Traffic Officer
 Traffic Officer
 Traffic Officer
 Engineering Intern
 Ranger Coordinator
 Strategic Transport Coordinator
 Transport Project Officer
 Road Safety Officer
 Road Safety Officer
 Specialist Administration Officer

Mr Jorde Frangoples
 Mr Craig Sawyer
 Mr Phillip Devon
 Mr Patrick Bastawrous
 Mr Ricky Kwok
 Mr James Brocklebank
 Mr Velsamy Sankaran
 Mrs Rezvan Saket
 Mr Anwar Subel
 Mr Luke Nickson
 Mr Brian Duong
 Mr Ali Samimi Haghighi
 Mrs Kajal Todd
 Mr Jenzy Ocampo
 Mr Michael Davey
 Ms Michelle Carter
 Mr Phillip Gray
 Mrs Karen Menzies
 Ms Robynann Dixon
 Ms Lisa Monk

Visitors

Nil

Agenda for a meeting of the Northern Beaches Council Local Traffic Committee

to be held on Tuesday 4 August 2020

in the Flannel Flower Room, Civic Centre, Dee Why

Commencing at 10:00am

1.0 APOLOGIES

2.0 CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS AND DECLARATION OF PECUNIARY AND CONFLICT OF INTEREST

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NEXT MEETING Tuesday 1 September 2020

2.0 CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS AND DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST

2.1 MINUTES OF NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE HELD 7 JULY 2020

RECOMMENDATION

That the Minutes of the Northern Beaches Council Local Traffic Committee held 7 July 2020, copies of which were previously circulated to all Members, be confirmed as a true and correct record of the proceedings of that meeting.

2.2 DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST

Members should disclose any "**pecuniary**" or "**non-pecuniary**" conflicts of interests in matters included in the agenda. The [Northern Beaches Council Code of Conduct](#) (the Code) provides guidance on managing conflicts of interests.

A **pecuniary interest** is defined in Section 4 of the Code as:

A pecuniary interest is an interest that you have in a matter because of a reasonable likelihood or expectation of appreciable financial gain or loss to you or a person referred to in clause 4.3.

A **non-pecuniary conflict of interest** is defined in Section 5 of the Code as:

A non-pecuniary conflict of interest exists where a reasonable and informed person would perceive that you could be influenced by a private interest when carrying out your official functions in relation to a matter.

3.0 REPORTS TO PROCEED TO COUNCIL FOR APPROVAL

Nil

4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION

ITEM 4.1 BROOKVALE AVENUE, BROOKVALE - NO STOPPING RESTRICTIONS

REPORTING OFFICER TRAFFIC OFFICER

TRIM FILE REF 2020/413509

ATTACHMENTS
1 Brookvale Avenue, Brookvale - Plan
2 Table of Consultation

GEOCODES: -33.761959, 151.267025

REPORT

BACKGROUND

Council has received concerns from local residents regarding illegally parked vehicles affecting access and restricting traffic flow entering and exiting sections of Brookvale Avenue, Brookvale.

LOCATION

- Brookvale Avenue is a local road that caters for two-way traffic, with a speed limit of 50km/h, used to reach Brookvale and the surrounding suburbs.
- On-street parking is generally unrestricted in Brookvale Avenue; however, there is existing No Parking restrictions in sections of the southern side of the road and the cul de sac. Existing No Stopping restrictions are located at the intersection of Brookvale Avenue and Old Pittwater Road, Brookvale.
- Adjacent land use consists of medium density housing along the northern and southern sides of Brookvale Avenue, correspondingly.
- Kerb and gutter exists on Brookvale Avenue; however, a constructed footpath is located on both sides of the road, predominant on the northern side of Brookvale Avenue.

ISSUES

- Local residents raised concern regarding road safety with the road width reduced in the proposed section to approximately (4m) of Brookvale Avenue, and vehicles parking on the northern and southern side of the road affecting traffic flow and sight distances entering and exiting the street.
- Illegal parking restricting access to and from properties and affecting waste services access to Council waste removal
- Vehicle damage, general road safety of pedestrians and motorists.

PROPOSAL

Council has undertaken a review of the location and proposes to install No Stopping Unbroken Yellow Kerb Lines on the northern side, beginning from the eastern side of the driveway at No.16 to the northern side of the driveway at No.8 Brookvale Avenue, Brookvale.

Further No Stopping Unbroken Yellow Kerb Lines are proposed for the southern side beginning from the eastern side of the driveway at No.5 to the southern side of driveway at No. 3 Brookvale Avenue, Brookvale. Amendments to the existing No Parking restrictions and an extension of the existing statutory restrictions at the intersection of Old Pittwater Road and Brookvale Avenue, Brookvale.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect the pedestrian facilities or impacts on walking paths

CONSULTATION

Consultation letters have been distributed to 318 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of No Stopping Unbroken Yellow Kerb Lines on the northern side beginning from the eastern side of the driveway at No.16 to the northern side of the driveway at No.8 Brookvale Avenue, Brookvale.
- B. Installation of No Stopping Unbroken Yellow Kerb Lines on the southern side beginning from the eastern side of the driveway at No.5 to the southern side of driveway at No.3 Brookvale Avenue, Brookvale.
- C. Amendments to the existing No Parking restrictions and an extension of the existing statutory restrictions at the intersection of Old Pittwater Road and Brookvale Avenue, Brookvale.



Table of Consultation

Address	<u>Brookvale Avenue, Brookvale</u>
Proposal	<u>No Stopping Restrictions</u>

Properties Consulted	318
Responses Received	28
Support	17
Do Not Support	11

Issue	Resident Comment	Council Response
Vehicle Access	I have no problem in access the street or parking there.	The section of the road proposed for restrictions reducing in width due to vehicles parking on both sides. Concerns raised in relation to reduced visibility and possible vehicle damage.
Loss of Parking	It will restrict resident parking and visitor parking to our residence and to our neighbours residence	The proposal still allows for unrestricted parking in Brookvale Avenue, however, parking for private vehicles remains the responsibility of the property owners.
Illegal Parking	At school pick-up time the regular parking rules go out the door. If these rules were adhered to it would be helpful.	Illegal parking requests have been forwarded to Rangers to patrol and enforce NSW road rules.
Impacts residents	I propose that 4hour timed parking be implemented and parking permits be provided to residents. This will stop people who work at Warringah Mall and the surrounding Industrial areas parking in Brookvale Avenue	The long term parking of vehicles should be on the private property with additional vehicles sharing the available on-street parking. As residents have offstreet parking the street would not be eligible for permit parking restrictions

ITEM 4.2	CHILDS CIRCUIT, BELROSE - NO STOPPING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2020/419758
ATTACHMENTS	1 Childs Circuit, Belrose - Plan

GEOCODES: -33.730022, 151.221944

REPORT

BACKGROUND

Council has received concerns from residents regarding the parking of vehicles, trucks and trailers narrowing the road affecting traffic flow and sight distances entering and exiting Childs Circuit, Belrose.

LOCATION

- This section of Childs Circuit is a local road that caters for two-way traffic, with a speed limit of 50km/h used to reach Belrose and the surrounding suburbs.
- The road lies between two intersections of Perentie Road, Belrose
- Adjacent land uses consist of low to medium density housing and a large development site on the northern side of Childs Circuit at the rear of Forest Way, Belrose.
- On-street parking is generally unrestricted on Childs Circuit, Belrose.

ISSUES

- Residents raised concerns of road safety with the road width reduced in the proposed section to approximately (4m) of Childs Circuit, and vehicles parking on the northern and southern side of the road affecting traffic flow and sight distances entering and exiting the street.
- Illegal Parking across driveways
- Vehicles parking close to driveways restricting visibility and affecting access to vehicles entering and exiting driveways
- Vehicles often need to drive into oncoming traffic to manoeuvre around the parked vehicles.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to introduce a No Stopping Unbroken Yellow Kerb Line on both sides of the bend from No.49 approximately 63m to outside No.52 and approximately 33m outside No.28 Childs Circuit, Belrose, respectively.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect the pedestrian facilities or impacts on walking paths

CONSULTATION

Consultation letters have been distributed to 11 properties within the immediate vicinity of the location providing notification of the proposed changes. Three responses were supportive of the proposal; however, residents suggested a loss of parking. Therefore, the original plan was amended by approximately 15m on the southern side to accommodate the request.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of No Stopping Unbroken Yellow Kerb Line from No.49 approximately 63m to outside No.52 Childs Circuit, Belrose.
- B. Installation of No Stopping Unbroken Yellow Kerb Line approximately 33m outside No.28 Childs Circuit, Belrose.



ITEM 4.3	EVELYN PLACE BELROSE - NO STOPPING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2020/414757
ATTACHMENTS	1 Evelyn Place, Belrose - Plan

GEOCODES: -33.739791, 151.217087

REPORT

BACKGROUND

Council has received concerns from local residents regarding parked and illegally parked vehicles affecting access and restricting visibility in Evelyn Place, Belrose.

LOCATION

- This section of Evelyn Place is a local road that caters for two-way traffic, with a speed limit of 50km/h.
- The road lies between the intersection of Glen Street and the cul de sac of Evelyn Place, Belrose
- Adjacent land uses consist of low to medium density housing
- On-street parking is generally unrestricted on Evelyn Place, Belrose.

ISSUES

- Illegal Parking across driveways
- Vehicles parking close to driveways restricting visibility and affecting access to vehicles entering and exiting driveways
- Pedestrian and road safety concerns

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install a No Stopping Unbroken Yellow Kerb Line beginning from the southern side of the driveway outside No.2, approximately 25m to the south outside No.2 Evelyn Place, Belrose.

Install statutory No Stopping restrictions at the intersection of Glen Street and Evelyn Place, Belrose.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect the pedestrian facilities or impacts on walking paths

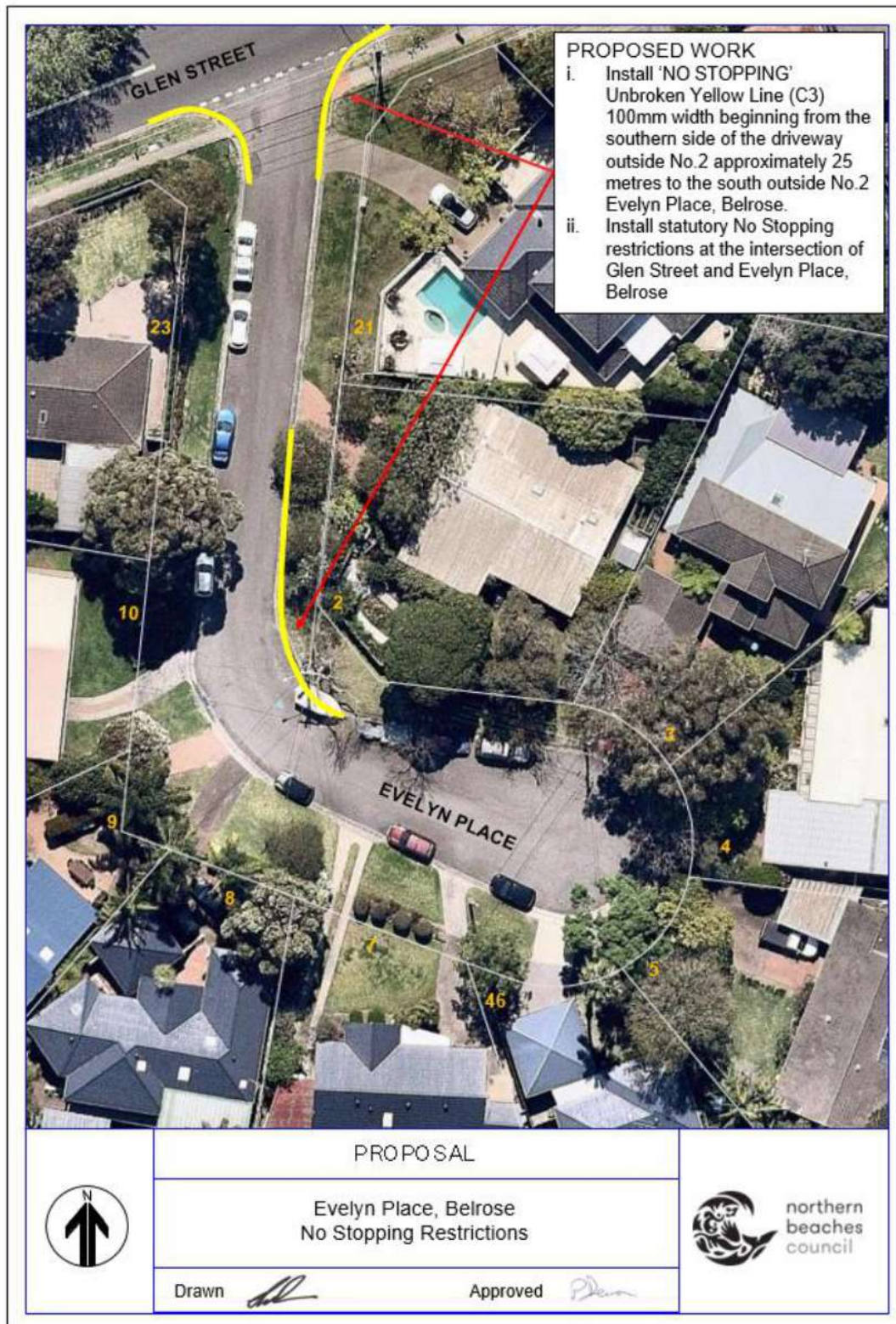
CONSULTATION

Consultation letters have been distributed to 12 properties within the immediate vicinity of the location providing notification of the proposed changes. Three responses in support and three objections were received with the majority supporting an amendment to the original proposal with the alternative to move the restrictions to the opposite side of the road.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a No Stopping Unbroken Yellow Kerb Line beginning from the southern side of the driveway outside No.2, approximately 25m to the south outside No.2 Evelyn Place, Belrose.
- B. Installation of Statutory No Stopping restrictions at the intersection of Glen Street and Evelyn Place, Belrose.



ITEM 4.4	FISHER ROAD, DEE WHY - NO STOPPING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2020/414537
ATTACHMENTS	1 Fisher Road, Dee Why - Plan

GEOCODES: -33.749653, 151.285544

REPORT

BACKGROUND

Council has received concerns from local residents regarding parked vehicles affecting access and restricting visibility in Fisher Road, Dee Why.

LOCATION

- Fisher Road is a regional road with a speed limit of 50km/h.
- The section of the road lies between the intersection of Fisher Road/Kingsway and Fisher Road/McIntosh Road and Fisher Road/Regent Street, Dee Why.
- The intersection of Fisher Road/Kingsway is a T-intersection and is priority controlled.
- The intersection of Fisher Road/McIntosh Road is roundabout controlled.
- Fisher Road has a measured width of 12.5m kerb-to-kerb and caters for two-way traffic with unrestricted on-street parking available.
- A 2.5m wide shared path runs on both sides of the section of road.
- Adjacent land uses consist of low to medium density housing and Council land, which includes Council Office and Chambers, Library PCYC, Dee Why Public School and Children's Centre.
- The bus routes that service Fisher Road include:
 - Route 158 – Cromer to Manly
 - Route 180 – Collaroy Plateau to City Wynyard
 - Route E80 – Collaroy Plateau to City Wynyard (Express Service)

ISSUES

- Illegal Parking across driveways
- Vehicles parking close to driveways restricting visibility of pedestrians and approaching vehicles
- Parked vehicles affecting access to vehicles entering and exiting driveways
- Pedestrian and road safety concerns

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install a No Stopping Unbroken Yellow Kerb Line on the western side of Fisher Road, beginning from the northern side of the driveway at No.68, approximately 21m to the northern side of the driveway outside No.70 Fisher Road, Dee Why.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

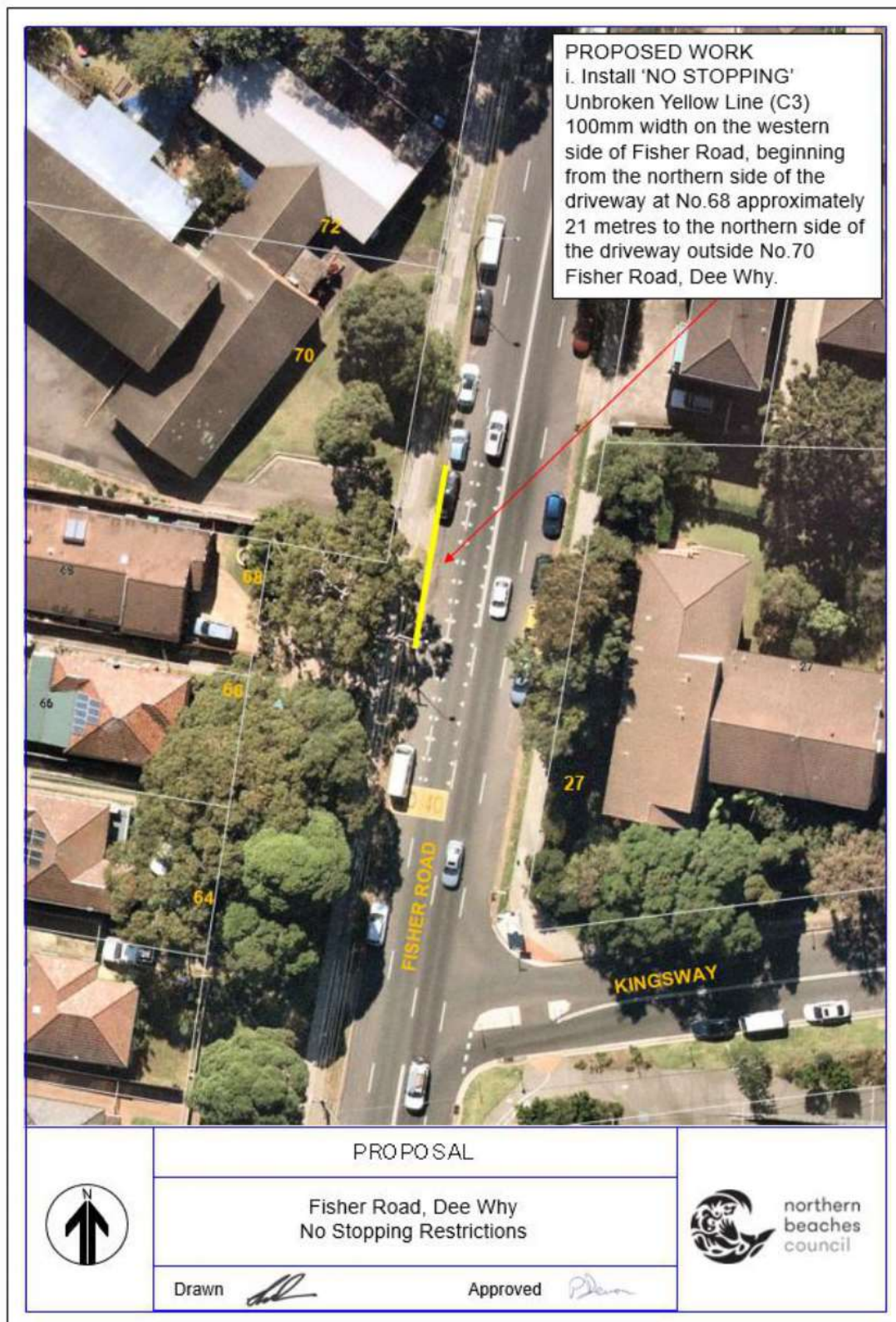
- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect the pedestrian facilities or impacts on walking paths

CONSULTATION

Consultation letters have been distributed to 51 properties within the immediate vicinity of the location providing notification of the proposed changes. Two responses were received, and the proposal was amended to reduce the intended length of the No Stopping Unbroken Yellow Kerb Line by 14m in response to concerns raised with loss of parking.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the introduction of a No Stopping Unbroken Yellow Kerb Line on the western side of Fisher Road, beginning from the northern side of the driveway at No.68, approximately 21m to the northern side of the driveway outside No.70 Fisher Road, Dee Why.



ITEM 4.5	GARDERE AVENUE, CURL CURL - NO STOPPING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2020/415407
ATTACHMENTS	1 Gardere Avenue, Curl Curl - Plan

GEOCODES: -33.771281, 151.292030

REPORT

BACKGROUND

Council has received concerns from local residents regarding parked vehicles affecting traffic flow, visibility and restricting vehicle access on Gardere Avenue, Curl Curl.

LOCATION

- Gardere Avenue is a local road used by local traffic to reach Curl Curl and the surrounding suburbs.
- This section of Gardere Avenue is a local road that caters for two-way traffic, with a speed limit of 50km/h.
- On-street parking is generally unrestricted on Gardere Avenue.
- Adjacent land uses consists of low and medium density housing along the northern and southern sides of Gardere Avenue, correspondingly.
- No bus routes service Gardere Avenue, Curl Curl.

ISSUES

- Illegal parking across driveways and on nature strips
- Due to the topography of the street, parked cars and other vehicles are reducing road width and causing visibility issues
- Vehicles often need to drive into oncoming traffic to manoeuvre around the parked vehicles.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install a No Stopping Unbroken Yellow Kerb Line from the northern side of the driveway at No.24, approximately 38m to the eastern side of the driveway at No.26 Gardere Avenue, Curl Curl. As well as installing statutory No Stopping restrictions at the intersections of Curl Curl Parade, Farnell Street and Gardere Avenue, Curl Curl.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect the pedestrian facilities or impacts on walking paths

CONSULTATION

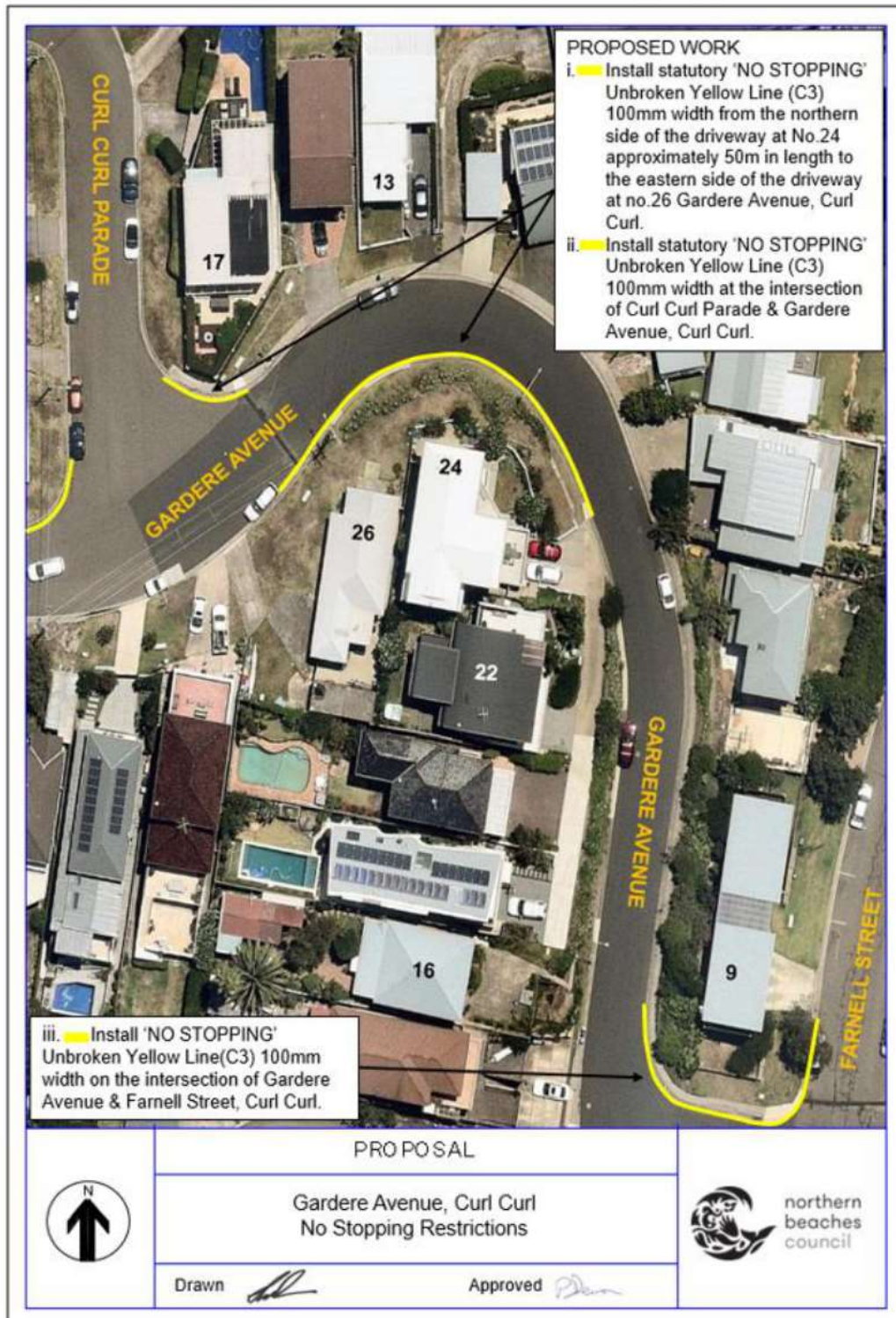
Consultation letters have been distributed to 34 properties within the immediate vicinity of the location providing notification of the proposed changes. Ten responses were received supporting the proposal including a signed petition.

Please note the line was reduced approximately 12m short of the original proposal at the eastern side of the driveway at No.26 Gardere Avenue, Curl Curl, to facilitate an accessible resident.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a No Stopping Unbroken Yellow Kerb Line from the northern side of the driveway at No.24, approximately 38m to the eastern side of the driveway at No.26 Gardere Avenue, Curl Curl.
- B. Installation of statutory No Stopping restrictions at the intersections of Curl Curl Parade, Farnell Street and Gardere Avenue, Curl Curl.



ITEM 4.6	JENDI AVENUE, BAYVIEW - NO STOPPING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2020/416704
ATTACHMENTS	1 Jendi Avenue, Bayview - Plan 2 Table of Consultation

GEOCODES: -33.659087, 151.291641

REPORT

BACKGROUND

Council has received concerns from local residents regarding the parking of vehicles and boat trailers on the sharp bend, narrowing the road width, limiting sight and preventing safe entry and exit for service vehicles and residents.

LOCATION

- Jendi Avenue is a two-way local road between Pittwater Road and a cul de sac. The section of road that relates to the concerns raised lies between Pamela Crescent/Valley Close to the cul de sac.
- The road carriageway is narrow, approximately 7m with a curvilinear and undulating alignment. Horizontal and vertical alignment changes rapidly
- Jendi Avenue has existing No Stopping restrictions at the intersection of Jendi Avenue and Pittwater Road, Bayview.
- Speed limit of the street is 50 km/h.

ISSUES

- Illegal parking across driveways and on nature strips
- Waste collection has been missed due to parked vehicles
- Due to the topography of the street, parked cars, caravans and boat trailers reducing road width and causing visibility issues
- Vehicles often need to drive into oncoming traffic to manoeuvre around the parked vehicles.

PROPOSAL

Council has undertaken a review of the location and proposes to install No Stopping Unbroken Yellow Kerb Line from the driveway of No.23 south to opposite the driveway of No.38 Jendi Avenue, Bayview. Further, a No Stopping Unbroken Yellow Kerb Line from the driveway of No.38 north to the driveway of No.34 Jendi Avenue, Bayview.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect the pedestrian facilities or impacts on walking paths

CONSULTATION

Consultation letters have been distributed to 26 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a No Stopping Unbroken Yellow Kerb Line from the driveway of No.23 south to opposite the driveway of No.38 Jendi Avenue, Bayview.
- B. Installation of a No Stopping Unbroken Yellow Kerb Line from the driveway of No.38 north to the driveway of No.34 Jendi Avenue, Bayview.



Table of Consultation

Address	<u>Jendi Avenue, Bayview</u>
Proposal	<u>Timed Parking Restrictions</u>

Properties Consulted	26
Responses Received	9
Support	7
Do Not Support	2

Issue	Resident Comment	Council Response
Loss of Parking	By adding No Parking would make this even more difficult for my children to park their vehicles.	On street parking in any street is free for public use. The introduction of new parking restrictions may provide improved parking turnover for residents and visitors.
Impacts Residents	Placing a no stopping restriction would be best if it is only placed on the No.23 side of the road (inside corner). We feel that a restriction on both sides is not necessary and it would allow residents from 36 and 38 to park their vehicles in front of their own homes. If both sides are restricted, it would cause more parking congestion in the cul de sac and restrict larger vehicles from turning.	The long term parking of vehicles should be on private property with the additional vehicles sharing the available on-street parking.
Suggestion	I think that the inside line between No 23 and to opposite No 38 would suffice. As well a restriction on the other side would be fairly severe for No's 34,36, and 38!	The restrictions will improve overall access, in particular, Waste and Emergency Service vehicles.

ITEM 4.7	MANUELA PLACE, CURL CURL - NO STOPPING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2020/415983
ATTACHMENTS	1 Manuela Place, Curl Curl - Plan

GEOCODES: -33.768203, 151.281606

REPORT

BACKGROUND

Council has received concerns from local residents regarding illegal parking of vehicles too close to the intersection, across driveways and restricting access and visibility to vehicles entering and exiting Manuela Place, Curl Curl.

LOCATION

- Manuela Place is a local road used by local traffic to reach Curl Curl and the surrounding suburbs.
- This section of Manuela Place is a local road that caters for two-way traffic from Bennett Street, with a cul de sac and speed limit of 50km/h.
- On-street parking is generally unrestricted on Manuela Place.
- Adjacent land uses consists of low and medium density housing along the northern and southern sides of Manuela Place, correspondingly.
- Manuela Place is located adjacent to Freshwater Senior Campus.

ISSUES

- Illegal parking too close to the intersection, across driveways and on nature strips
- Due to the topography of the street, parked cars and other vehicles are reducing road width and causing visibility issues
- Vehicles often need to drive into oncoming traffic to manoeuvre around the parked vehicles.

PROPOSAL

Council has undertaken a review of the location and proposes to extend the statutory No Stopping Unbroken Yellow Kerb Line on the south western side of the intersection at Bennett Street and Manuela Place to the southern side of the driveway at No.2 Manuela Place, Curl Curl.

Further, extend the proposed No Stopping Unbroken Yellow Kerb Line on the south western side from the northern side of the driveway at No.2 approximately 25m north outside No.2 Manuela Place, Curl Curl.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect the pedestrian facilities or impacts on walking paths

CONSULTATION

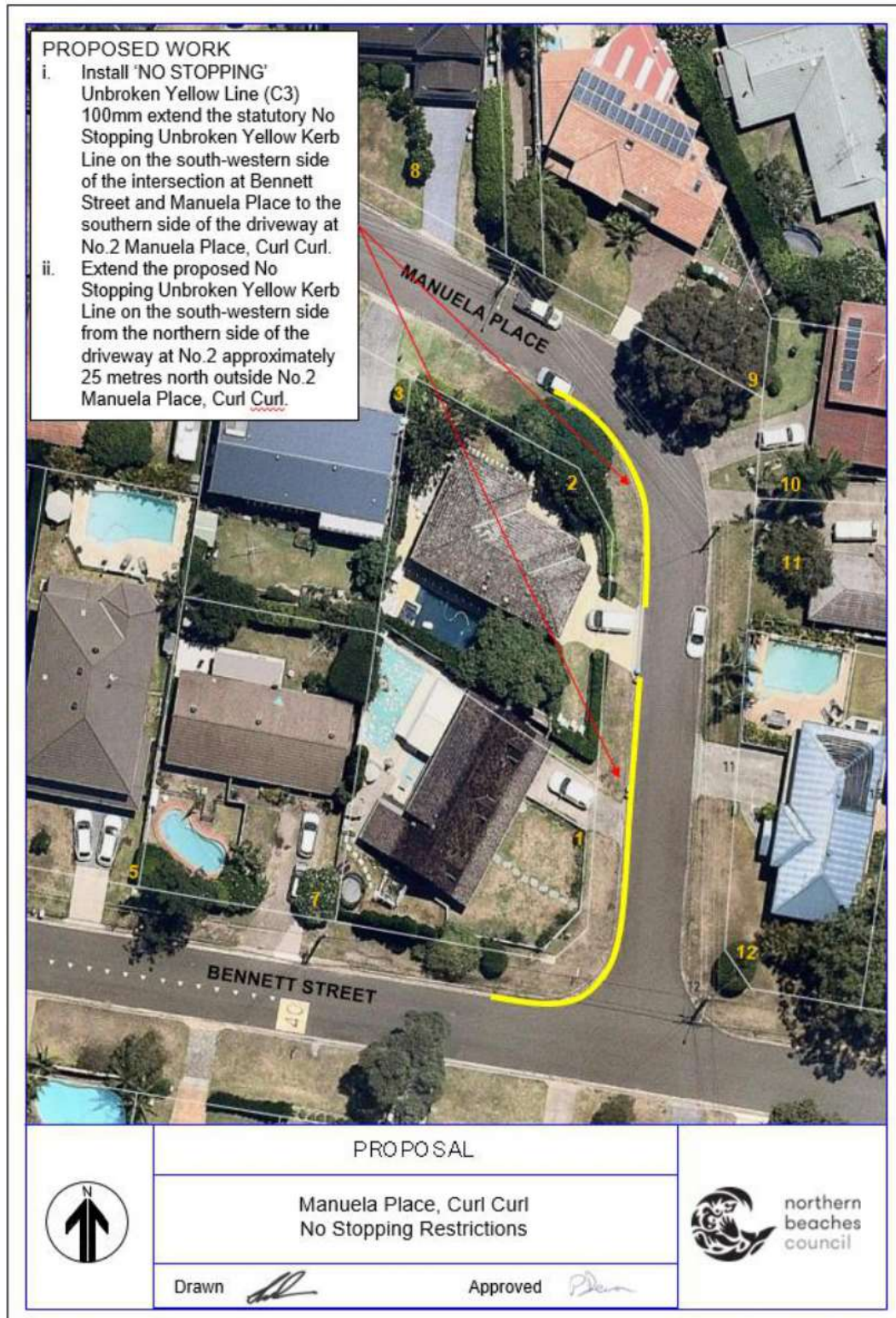
Consultation letters have been distributed to 24 properties within the immediate vicinity of the location providing notification of the proposed changes.

Six responses received were supportive of the original proposal; however, the proposal was amended to support residents suggestions to remove the line proposed on the north western side and extend the proposed No Stopping Unbroken Yellow Kerb Line on the south-western side from the northern side of the driveway at No.2, approximately 25m north outside No.2 Manuela Place, Curl Curl.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Extension of the statutory No Stopping Unbroken Yellow Kerb Line on the south western side of the intersection at Bennett Street and Manuela Place to the southern side of the driveway at No.2 Manuela Place, Curl Curl.
- B. Extension of the proposed No Stopping Unbroken Yellow Kerb Line on the south western side from the northern side of the driveway at No.2 approximately 25m north outside No.2 Manuela Place, Curl Curl.



ITEM 4.8	MOLONG STREET AND ROBERTSON ROAD, NORTH CURL CURL - NO STOPPING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2020/418241
ATTACHMENTS	1 Molong Street and Robertson Road, North Curl Curl - Plan 2 Table of Consultation

GEOCODES: -33.764244, 151.299441

REPORT

BACKGROUND

Council has received concerns from residents regarding the parking of vehicles, box and boat trailers on the sharp bend, narrowing the road width, limiting sight and preventing safe entry and exit for service vehicles and residents from Molong Street, North Curl Curl.

LOCATION

- Molong Street and Robertson Road are local roads used by traffic to reach North Curl Curl and the surrounding suburbs.
- This intersection of Robertson Road and Molong Street caters for two-way traffic from Robertson to a cul de sac, with a speed limit of 50km/h.
- The road carriageway is narrow, approximately 7.5m with a curvilinear and undulating alignment. Horizontal and vertical alignment changes rapidly
- On-street parking is generally unrestricted on Robertson Road and Molong Street.
- Adjacent land uses consist of low and medium density housing along the eastern and western side of Robertson Road and the northern and southern side of Molong Street.
- A public footpath entry/exit is located adjacent to the bend on the southern side.

ISSUES

- Illegal parking across driveways and on nature strips
- Due to the topography of the street, parked cars, box and boat trailers reducing road width and causing visibility issues
- Vehicles often need to drive into oncoming traffic to manoeuvre around the parked vehicles.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install a No Stopping Unbroken Yellow Kerb Line from the southeastern side of the driveway at No.29 Robertson Road approximately 35m to the northwestern side of the driveway at No.4a Molong Street, North Curl Curl. A further No Stopping Unbroken Yellow Kerb Line on the beginning on the southern side opposite No.4a Molong Street approximately 20m north to the southwestern side of the driveway at No.56 Robertson Road, North Curl Curl.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect the pedestrian facilities or impacts on walking paths

CONSULTATION

Consultation letters have been distributed to 18 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a No Stopping Unbroken Yellow Kerb Line from the southeastern side of the driveway at No.29 Robertson Road approximately 35m to the northwestern side of the driveway at No. 4a Molong Street, North Curl Curl.
- B. Installation of a No Stopping Unbroken Yellow Kerb Line on the beginning of the southern side opposite No.4a Molong Street approximately 20m north to the southwestern side of the driveway at No.56 Robertson Road, North Curl Curl.

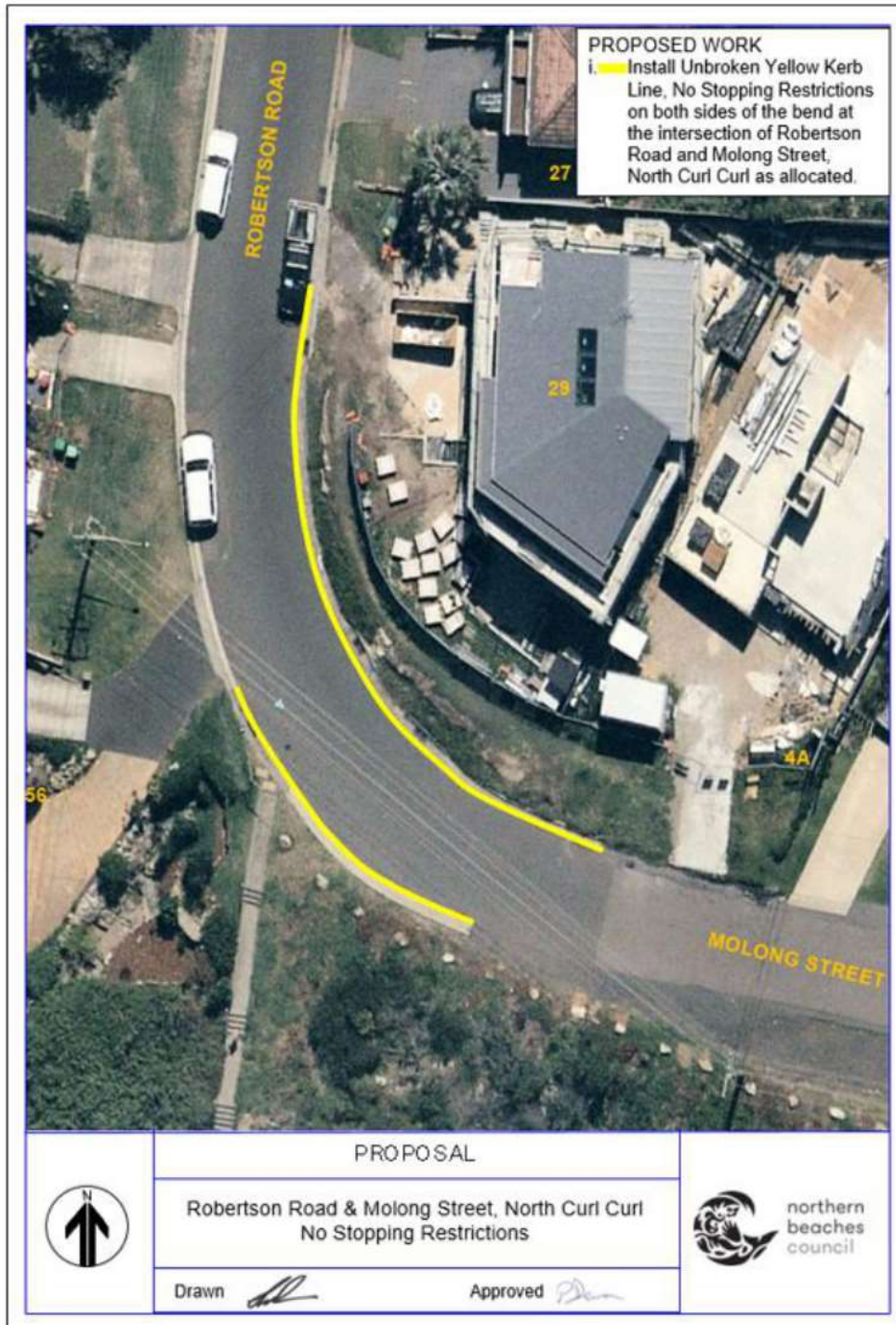


Table of Consultation

Address	<u>Molong Street & Robertson Road, North Curl Curl</u>
Proposal	<u>No Stopping Restrictions</u>

Properties Consulted	18
Responses Received	6
Support	4
Do Not Support	2

Issue	Resident Comment	Council Response
Loss of Parking	This proposal will reduce the availability of street parking of cars to residents on Molong Street and Robertson Road which is already an issue (particularly over the summer months). To summarise a yellow kerb line on the inner curve but NOT on the outer curve would be sufficient to allow flow of traffic whilst not impacting local residents parking.	The long term parking of vehicles should be on private property with additional vehicles sharing the available on-street parking.
Speeding	I am concerned that the effective widening of Molong/Robertson, by removing car parking, will encourage faster traffic flow. We do get some antisocial drivers.	The focus of the proposal is to improve road safety. Council will also request local police investigate inappropriate driving behaviour on this street as council does not have any authority over moving traffic.
Suggestion	Please consider extending the yellow kerb line to the North on Robertson Road as follows. On the West side Robertson Road, please extend the line to terminate after the driveway for #50 Robertson. On the East side of Robertson Road, please extend the line to terminate after the driveway for #27.	Council will monitor following resident concerns with loss of parking and may extend in future.

ITEM 4.9 **WANDELLA ROAD, ALLAMBIE HEIGHTS - NO STOPPING RESTRICTIONS****REPORTING OFFICER** **TRAFFIC OFFICER****TRIM FILE REF** **2020/422310****ATTACHMENTS** **1 Wandella Road, Allambie Heights - Plan**
 2 Table of Consultation**GEOCODES:** -33.776503, 151.258342**REPORT****BACKGROUND**

Council has received concerns from residents regarding sightlines when exiting Bate Avenue, Allambie Heights, and report that vehicles are parking too close to the corners of Nyrang Road and Wandella Road. It is reported that drivers exiting from Bate Avenue also have obstructed sight lines due to the natural bend of the road and vegetation.

LOCATION

- Wandella Road is a local road with a 50km/h speed limit
- Wandella Road has a varying width from approximately 8.5 to 10m with on-street parking available on both sides
- Wandella Road has low density housing
- Wandella Road meets at T-intersections with Bate Avenue and Nyrang Road

ISSUES

- Road users have inadequate sight lines when exiting Bate Avenue if cars are parked on kerbside along Wandella Road
- Vehicles park too close to intersections obstructing sight lines

PROPOSAL

Council has undertaken a review of the location and issues and proposes to extend the existing No Stopping restrictions on Wandella Road, north of the intersection with Bate Avenue by 17m and install 10m of Dividing Barriers Lines on Bate Avenue. The proposal will also include statutory No Stopping restrictions at the intersection of Nyrang Road and Wandella Road.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect the pedestrian facilities or impacts on walking paths

CONSULTATION

Consultation letters have been distributed to 16 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Extension of the existing No Stopping restrictions on Wandella Road, Allambie Heights, north of the intersection with Bate Avenue, by 17m.
- B. Installation of Dividing Barrier Lines 10m on Bate Avenue, from the intersection with Wandella Road, Allambie Heights.
- C. Installation of statutory No Stopping restrictions 10m from the intersection of Nyrang Road and Wandella Road, Allambie Heights.



PROPOSAL

Wandella Road, Allambie Heights
No Stopping Restrictions

Drawn: JO

Approved *P. Devon*



northern
beaches
council

Table of Consultation

Address	<u>Wandella Road</u>
Proposal	<u>Extension to No Stopping Restrictions</u>

Properties Consulted	16
Responses Received	6
Support	4
Do Not Support	1
Neither Support nor Object	1

Issue	Resident Comment	Council Response
Speeding	<i>"The main danger is ...cars coming towards Bate Avenue on Wandella road is the danger, people are speeding or even within the speed limits, by the time you see them it is very late"</i> <i>"the solution is either putting a roundabout or speed humps on Wandella Road and Nyrang intersections"</i>	The request for traffic calming is outside the scope of this investigation, however Council will investigate the speeding issue and possibilities of traffic calming in these areas. CRM request Trp2020/00852 has been made
Reversing into Property	<i>"The unbroken yellow kerb line rule states, "you must not stop for any reason except a medical or similar emergency". So technically it appears we would no longer be legally allowed to stop and reverse into our driveway"</i>	Council will allow for 3m from your driveway to remain unpainted. This will allow you to reverse into your driveway and will still be too narrow of a space to allow a vehicle to park
Entrance to Bate Avenue is too Narrow	<i>"...it difficult to enter Bate Ave especially when another car is leaving Bate Ave and waiting to turn right. There is basically only room for one car..."</i>	The entrance to Bate Avenue is approximately 8m wide. Two vehicles should be able to pass each other given that they stay in their lanes. Council will install statutory double white lines 10m from the intersection so that vehicles waiting to enter Wandella Road will not impede vehicles entering Bate Avenue

ITEM 4.10 **GURNEY CRESCENT, SEAFORTH - NO STOPPING RESTRICTIONS****REPORTING OFFICER** **TRAFFIC ENGINEER****TRIM FILE REF** **2020/414444****ATTACHMENTS**
1 Gurney Crescent, Seaforth - Plan
2 Table of Consultation**GEOCODES:** -33.794337, 151.236759**REPORT****BACKGROUND**

Council has received concerns from local residents regarding vehicles parking too close to the intersection of Gurney Crescent and Bligh Crescent, Seaforth, and creating a hazardous situation for traffic approaching from opposing directions.

LOCATION

Gurney Crescent is a local road carrying low volumes of traffic. It is a cul-de-sac and around 750m in length and approximately 6m in width with parking permitted on both sides of the road. Gurney Crescent is steep and winding and has several tight bends. The bend where it meets Bligh Crescent is particularly tight.

ISSUES

- Parked vehicles near the bend where Gurney Crescent meets Bligh Crescent obscure sight lines and leave insufficient room for two way traffic flow.
- The narrow width of Gurney Crescent and Bligh Crescent means parked vehicles on either side of the road prevent two way traffic flow; however, the low volumes of traffic and generally low speeds do not create issues at most points along the road. At this location, where sight lines are significantly reduced, a safety issue is created.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to introduce No Stopping Unbroken Yellow Kerb Lines on both sides of Gurney Crescent near the bend where it meets Bligh Crescent. The lines will extend 10m into Bligh Crescent on its eastern side to prevent parking too close to the intersection. These lines are preferred to signposting as they reduce signage clutter and have the same meaning as a signposted No Stopping restriction.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect the pedestrian facilities or impacts on walking paths

CONSULTATION

Consultation letters have been distributed to 10 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Implementation of No Stopping Unbroken Yellow Kerb Lines on both sides of Gurney Crescent, on the tight bend where it meets Bligh Crescent, Seaforth.
- B. Extension of the line on the eastern side of Gurney Crescent, by approximately 10m into Bligh Crescent, Seaforth.



	PROPOSAL		 northern beaches council
	Gurney Crescent, Seaforth No Stopping		
	Drawn JB	Approved 	

Table of Consultation

Address	Gurney Crescent, Seaforth
Proposal	No Stopping

Properties Consulted	10
Responses Received	1
Support	0
Do Not Support	1

Issue	Resident Comment	Council Response
removal of parking	the proposal removes on-street parking for residents and visitors	all residents have offstreet parking for two or more vehicles, on-street parking demand is not high and there is generally space available in safer locations
speed of traffic	there is not a safety issue if vehicles travel at appropriate speeds	Speed is not considered an issue on the bend. The No Stopping is being proposed to ensure safe conditions exist for two way traffic on the bend.
speed limit	Council should lower the speed limit	Council has no authority to lower the speed limit and speed is not considered to be an issue at this location
speed humps	Council should install speed humps	the road is steep and winding. Speed humps would not be appropriate at this location
speed camera	Council should install a speed camera	Council has no authority to lower the speed limit and speed is not considered to be an issue at this location

ITEM 4.11 **BRIGHTON STREET, FRESHWATER - NO STOPPING RESTRICTIONS****REPORTING OFFICER** **TRAFFIC ENGINEER****TRIM FILE REF** **2020/414449****ATTACHMENTS** **1 Brighton Street, Freshwater - Plan**
 2 Table of Consultation**GEOCODES:** -33.770346, 151.287960**REPORT****BACKGROUND**

Council has received concerns from local residents regarding vehicles and trailers parking too close to the intersection of Brighton Street, Park Street and Curl Curl Parade, Freshwater, impeding sightlines and restricting road width.

LOCATION

Brighton Street is a local road carrying moderate volumes of traffic. It is 9m in width with parking permitted on both sides of the road. At its eastern end it intersects with Park Street and Curl Curl Parade. Curl Curl Parade and Brighton Street both run east west but are slightly offset. Park Street runs north-south intersecting at 90 ° with the other two roads.

ISSUES

- Vehicles park too close to the intersection on all legs impeding sight lines
- The presence of parked vehicles on both sides of the road at the junction all three roads restricts the available carriageway width for two vehicles to pass
- Trailers park on the south side of Brighton Street in front of No.s 2 and 4
- Children walk to and from Harbord Public School via Corella Street and use steps running between Corella Street and Brighton Street as their quickest route. Parked vehicles on the south side of Brighton Street impede sight lines to children as they cross Brighton Street to and from the steps and force pedestrians to walk on the road in the path of traffic as there is no footpath and a steep nature strip.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install No Stopping Unbroken Yellow Kerb Lines on all legs of the intersection. These lines have the same meaning as signposted No Stopping restrictions and are preferred as they reduce signage clutter. The lines will reinforce statutory No Stopping rules at the intersection and will define where parking is safe and appropriate.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities

- The proposal will improve sightlines to pedestrians and make it safer to cross Brighton Street from the Corella Road steps.

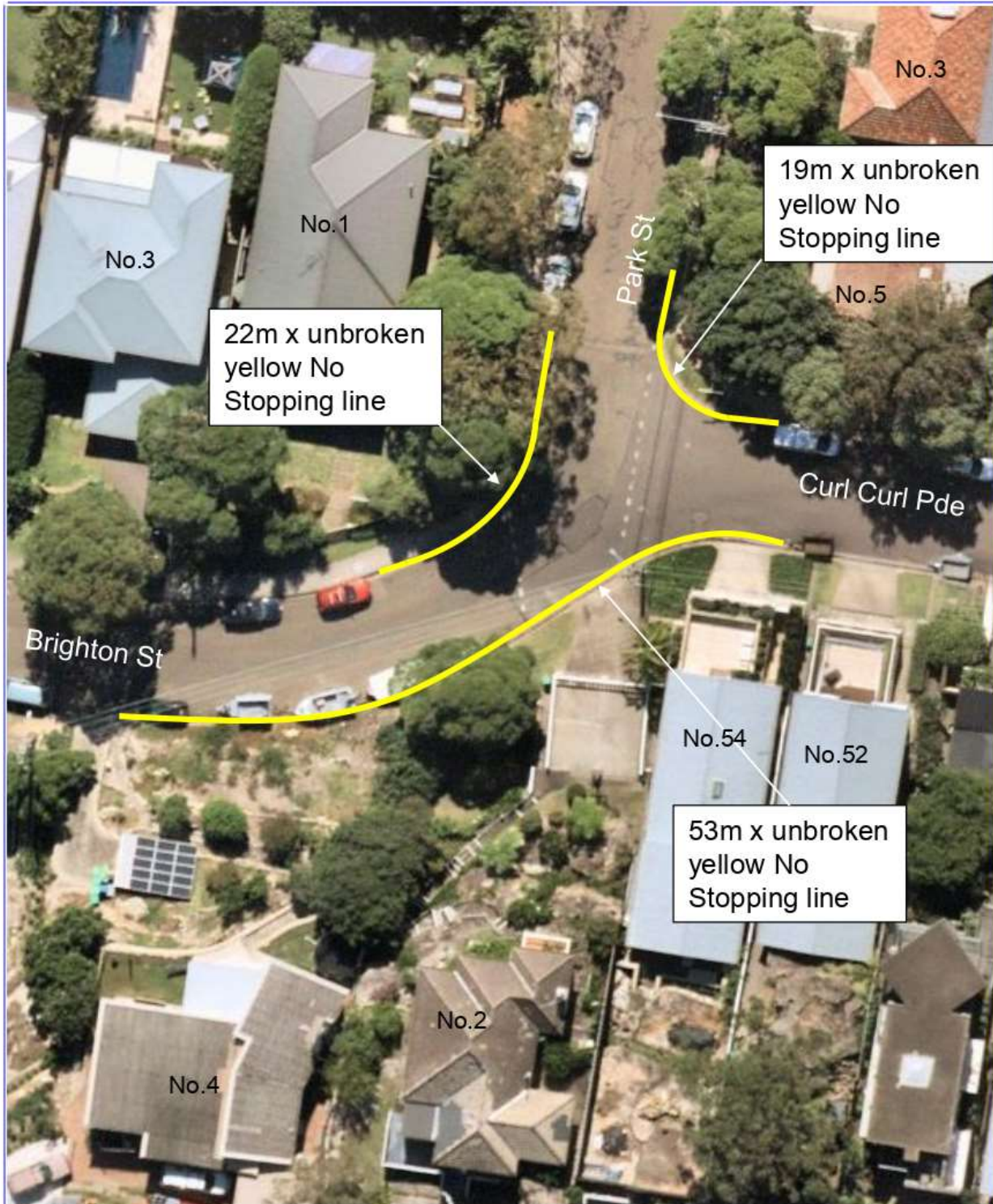
CONSULTATION

Consultation letters have been distributed to 14 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Introduction of No Stopping Unbroken Yellow Kerb Lines on the south side of Brighton Street between the driveways serving No.4 Brighton Street and No.54 Curl Curl Parade, Freshwater.
- B. Introduction of approximately 22m of No Stopping Unbroken Yellow Kerb Lines on the north west corner of Brighton Street and Park Street, Freshwater.
- C. Introduction of approximately 19m of No Stopping Unbroken Yellow Kerb Lines on the north east corner of Curl Curl Parade and Park Street, Freshwater.



	PROPOSAL		 northern beaches council
	Brighton St/Curl Curl Parade, Curl Curl No Stopping		
	Drawn JB	Approved 	

Table of Consultation

Address	Brighton Street, Freshwater
Proposal	No Stopping

Properties Consulted	14
Responses Received	5
Support	5
Do Not Support	0

Issue	Resident Comment	Council Response
access to steps to Corella St	many pedestrians including children travelling to and from Harbord Public School use the steps linking Corella St and Brighton Street. These steps meet Brighton Street in front of No.4. Yellow No Stopping should extend to the west of the driveway to No.4	This has been suggested by several respondents and the plan has been amended to adopt this suggestion
pedestrians walk on road	There is no footpath on south side of Brighton St, pedestrians must walk on road around parked cars in the path of	The proposed No Stopping will improve this issue
trailer parking	there are several trailers parking in front of No.2 & 4 Brighton St	The proposed No Stopping will improve this issue
sight lines to pedestrians	parked cars obscure sight lines to pedestrians crossing the road in front of No.4	The proposed No Stopping will improve this issue

ITEM 4.12	KENNETH ROAD AND MILDRED AVE, MANLY VALE - DIVIDING BARRIER LINES AND NO STOPPING RESTRICTIONS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2020/414436
ATTACHMENTS	1 Kenneth Road and Mildred Avenue, Manly Vale - Plan 2 Table of Consultation

GEOCODES: -33.785735, 151.261235

REPORT

BACKGROUND

Council has received concerns from residents of Kenneth Road and Mildred Avenue, Manly Vale, regarding vehicles parking too close to the Dividing Barrier Lines on the bend where Kenneth Road meets Mildred Avenue. It is illegal to park within 3m of Dividing Barrier Lines and vehicles parking in these locations can be fined. Parked vehicles also force passing traffic to the wrong side of the road potentially into the path of opposing traffic.

LOCATION

Kenneth Road is a local road (at its western end) carrying moderate volumes of traffic. It intersects with Mildred Avenue at a 90° bend and unbroken Dividing Barrier Lines are present around the bend to assist in keeping traffic to the correct side of the carriageway. Kenneth Road and Mildred Avenue vary in width but at the bend they are both approximately 9.3m in width with parking unrestricted on both streets.

ISSUES

- Vehicles park on both sides of both streets and given the width of the roads any parked vehicles are within 3m of the Dividing Barrier Lines.
- To give enough space for traffic to safely pass, some vehicles park with one wheel up on the nature strip which, although safer, is also illegal.
- The retention of the unbroken Dividing Barrier Lines is considered appropriate to ensure traffic keeps to the correct side of the road.
- Some private driveways are very steep which leads to owners parking on-street
- Kenneth Road crests at a point east of No.134 Kenneth Road and the road also narrows to around 8.3m at this point which makes parking unsafe in this vicinity.
- No.s 142 and 144 Kenneth Road have no offstreet parking so rely on on-street parking
- Pedestrians, including school aged, use Kenneth Road and Mildred Avenue to access Manly Vale Public School.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to shift the centre Dividing Barrier Line to the north on Kenneth Road and to the east on Mildred Avenue. No Stopping Unbroken Yellow Kerb Lines will also be added on the north side of Kenneth Road and on the east side of Mildred Avenue adjacent to the centreline markings. Parking will then be legal on the south side of Kenneth Road and on the west side of Mildred Avenue.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect the pedestrian facilities or impact on walking paths. Council is proposing footpath work for the north side of Kenneth Road and the east side of Mildred Avenue in future footpath programs and these changes will not conflict with that work.

CONSULTATION

Consultation letters have been distributed to 17 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Shifting of the Dividing Barrier Lines on the bend where Kenneth Road meets Mildred Avenue, Manly Vale, to the north and east respectively. The new centerlines are to be approximately 4m off the inside radius of the bend.
- B. Installation of No Stopping Unbroken Yellow Kerb Lines on the north side of Kenneth Road, Manly Vale, between the driveway to No.128 and Mildred Avenue with the line also extending along the east side of Mildred Avenue to terminate approximately 30m north of Kenneth Road.



PROPOSAL

Kenneth Road/Mildred Ave, Manly Vale
No Stopping & shifted centre line

Drawn JB

Approved 



northern
beaches
council

Table of Consultation

Address	Kenneth Road/Mildred Ave
Proposal	shifted centrelines and No Stopping

Properties Consulted	17
Responses Received	4
Support	3
Do Not Support	1

Issue	Resident Comment	Council Response
removal of parking	The proposed action removes parking from one side of the road	The shifting of the centreline actually creates legal parking as the current position of the centrelines results in vehicles on either side of the road parking illegally within 3m of it
widening of road	the alternative of widening the road should be considered	widening the road would not be feasible or cost effective. Several driveways are already excessively steep and road widening would make those even steeper
traffic volume	there is an excessive traffic volume and consideration should be given to measures to reduce volumes	traffic speed and volume counts will be undertaken and consideration given separately to traffic volume management measures, if required
vehicle access to No.142 & 144 Kenneth Road	No.142 & 144 Kenneth road have no vehicular access and consideration needs to be given to how residents and visitors will park within reasonable proximity of these homes	The provision of vehicular access to residences is the responsibility of the property owner. Council will consider any vehicular access proposals which are lodged by the residents
extend No Stopping lines	No Stopping lines should be extended to at least the driveway to No.128 to improve sight lines exiting driveways and at the crest of the hill	the road narrows to the east of No.134 and any vehicles parked would be well within 3m of the existing dividing barrier lines. The No Stopping lines can be extended to the point where the existing separation lines terminate (at the driveway to No.128)

ITEM 4.13	PITTWATER ROAD, BAYVIEW - TIMED PARKING AND NO STOPPING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2020/423585
ATTACHMENTS	1 Pittwater Road, Bayview - Plans

GEOCODES: -33.660277, 151.300592, -33.663717, 151.301727 & -33.669200, 151.301684

REPORT

BACKGROUND

Council has received multiple concerns from local residents and the broader community regarding the long-term parking of campervans, caravans, box, advertising and boat trailers along Pittwater Road, Bayview.

LOCATION

- Pittwater Road is a Regional Road with a width of 12.5m between kerbs. The speed limit along this section of road is 60km/h, which changes to 50km/h, 20m north of Bayview Place; however, school zone speed limits of 40km/h exist in a section adjacent to Pittwater High School.
- The section of road proposed begins at Mona Street, Bayview, and continues to Bayview Reserve. Statutory 10m No Stopping restrictions prevent parking near the Pittwater Road/Bayview Reserve, Pittwater Road/King Edward Avenue, Pittwater Road/Gerroa Avenue and the Bayview Place intersection.
- A roundabout is located at the Pittwater Road/Cabbage Tree Road intersection and a pedestrian refuge is situated approximately 20m north of this intersection
- Currently, there are existing Double Barrier Lines at sections of the proposal for Pittwater Road
- Generally, vehicles are parking on both sides of the shoulder/verge of the road, in some sections adjacent to the existing Double Barrier Lines
- Bayview Reserve, Roland Reserve, Bayview Gold Club and Pittwater High School are located adjacent to section of Pittwater Road, Bayview.
- Pittwater Road is a bus route for the 155 and 156, which services McCarrs Creek to Mona Vale and runs approximately every 30 minutes in each direction.

ISSUES

- Illegal parking too close to intersections, within 3m of Double Barrier Lines and on nature strips.
- Boat trailers, trailers and caravans parked long term, affecting available parking for school parents, students and the community.
- Trailers are left with the draw bar in and the tail section projecting out facing traffic creating risks to cyclists and motorists.
- Boat trailers and caravans reducing road width and causing visibility issues.
- A number of trailers chained to stems/poles creating possible trip hazards.
- Boat trailers located near school crossings affecting sightlines of pedestrians.
- Number of abandoned items in the area are an eyesore.
- Enforcement of 28 day legislation appears ineffective; many trailers relocate adjacent to previous positions.

PROPOSAL

Council has undertaken a review of the location and proposes to introduce No Stopping and Timed Parking restrictions

- Timed Parking 6P 7:00am-7:00pm Everyday restrictions opposite No.1867 to opposite No.1871 and No.s 1875 to 1855 Pittwater Road, Bayview. Amend existing 8P restrictions to Timed Parking 6P 7:00am-7:00pm Everyday restrictions outside No.1672 Pittwater Road, Bayview, adjacent to the scout hall and tennis courts. Formalise existing Bus Stop and No Stopping restrictions.
- Timed Parking 6P 7:00am-7:00pm Everyday restrictions opposite No.1843 to opposite 1855 Pittwater Road, Bayview. Remove existing No Parking restrictions and install a No Stopping Unbroken Yellow Kerb Line beginning opposite No.1865 approximately 60m to opposite No.1859 Pittwater Road, Bayview.
- Timed Parking 6P 7:00am-7:00pm Everyday restrictions beginning opposite No.1837 to opposite No.1829 Pittwater Road, Bayview. Install a No Stopping Unbroken Yellow Kerb Line opposite No.1837 approximately 60m to opposite No.1841 Pittwater Road, Bayview.
- Timed Parking 6P 7:00am-7:00pm Everyday restrictions in sections of Pittwater Road outside No.1825 (Bayview Golf Club) and No.1668 Pittwater Road (Pittwater High School), Bayview.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect the pedestrian facilities or impacts on walking paths

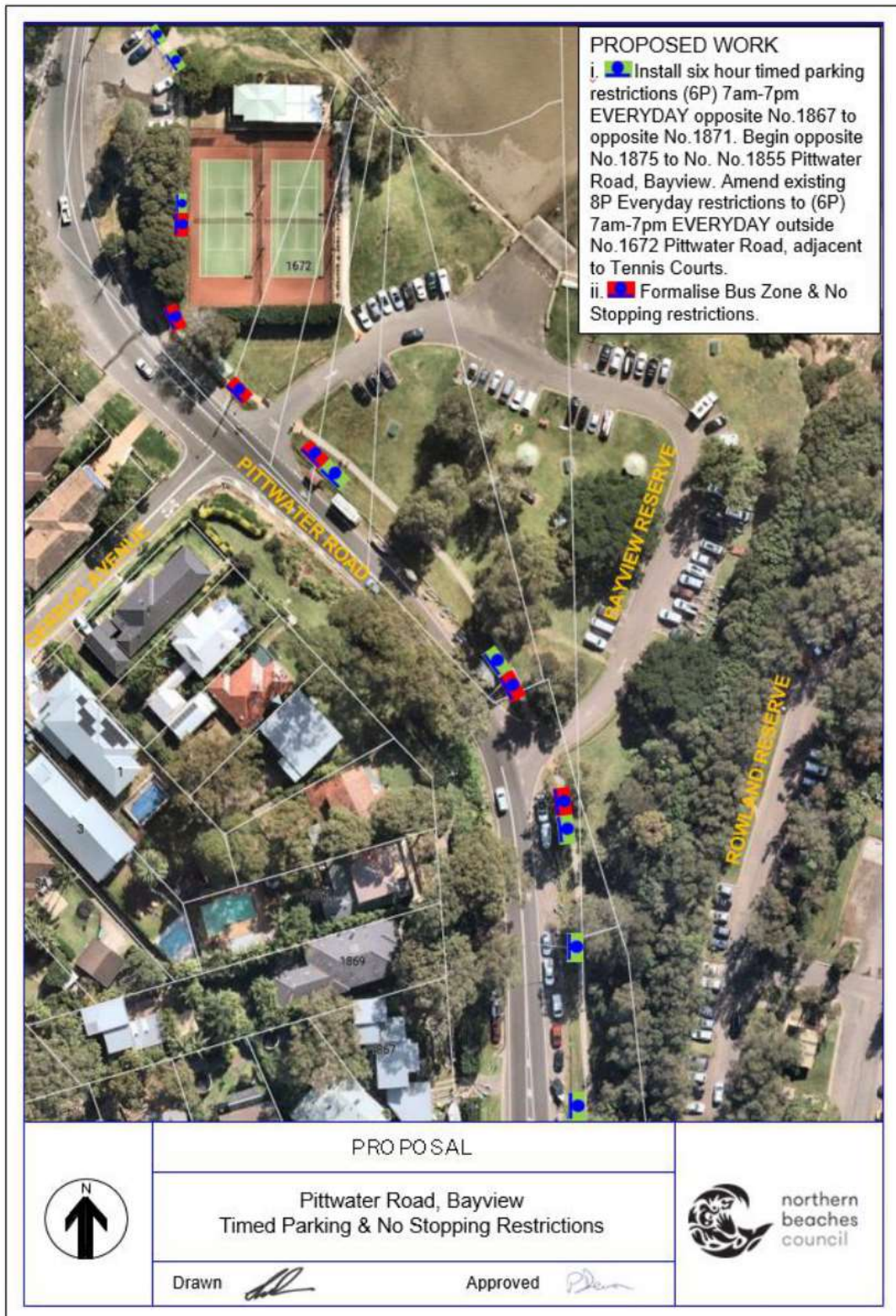
CONSULTATION

Consultation letters have been distributed to 74 properties within the immediate vicinity of the location providing notification of the proposed changes. Nine responses were received in support of the proposal.

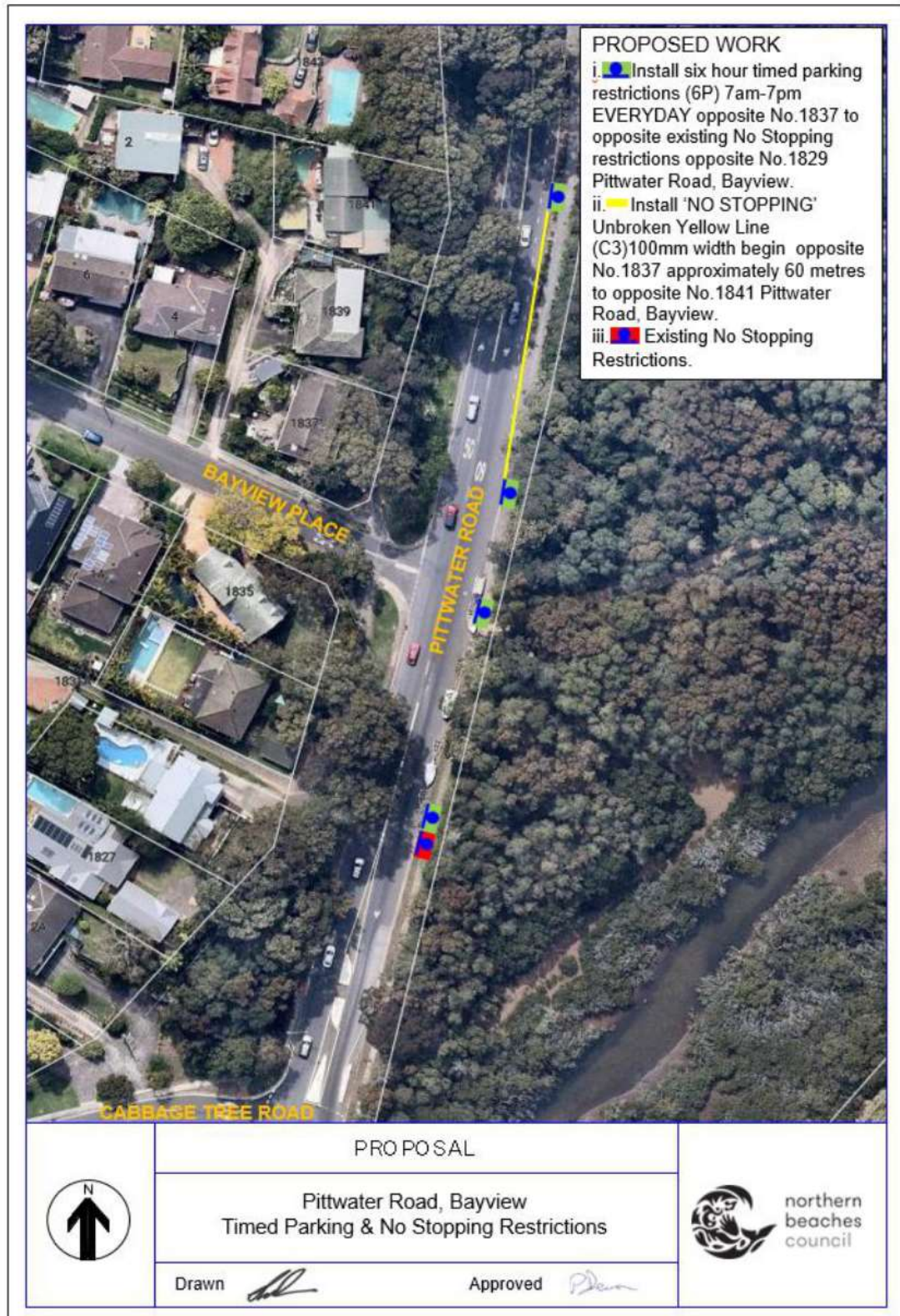
RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of Timed Parking 6P 7:00am-7:00pm Everyday restrictions opposite No.1867 to opposite No.1871 and No.s 1875 to 1855 Pittwater Road, Bayview. Amend existing 8P restrictions to Timed Parking 6P 7:00am-7:00pm Everyday restrictions outside No.1672 Pittwater Road, Bayview, adjacent to the scout hall and tennis courts. Formalise existing Bus Stop and No Stopping restrictions.
- B. Installation of Timed Parking 6P 7:00am-7:00pm Everyday restrictions opposite No.1843 to opposite 1855 Pittwater Road, Bayview. Remove existing No Parking restrictions and install a No Stopping Unbroken Yellow Kerb Line beginning opposite No.1865 approximately 60m to opposite No.1859 Pittwater Road, Bayview.
- C. Installation of Timed Parking 6P 7:00am-7:00pm Everyday restrictions beginning opposite No.1837 to opposite No.1829 Pittwater Road, Bayview. Install a No Stopping Unbroken Yellow Kerb Line opposite No.1837 approximately 60m to opposite No.1841 Pittwater Road, Bayview.
- D. Installation of Timed Parking 6P 7:00am-7:00pm Everyday restrictions in sections of Pittwater Road outside No.1825 (Bayview Golf Club) and No.1668 Pittwater Road (Pittwater High School), Bayview.









ITEM 4.14 **MOLONG STREET, NORTH CURL CURL - HATCHING AND
TIMED PARKING RESTRICTIONS****REPORTING OFFICER** **TRAFFIC OFFICER****TRIM FILE REF** **2020/416319****ATTACHMENTS** **1 Molong Street, North Curl Curl - Plan**
2 Table of Consultation**GEOCODES:** -33.764406, 151.300265**REPORT****BACKGROUND**

Council has received concerns from residents regarding the long-term parking of trailers on the southern side opposite No.10 to No.4a Molong Street, North Curl Curl.

LOCATION

- Molong Street is a local road used by local traffic to reach North Curl Curl and the surrounding suburbs.
- This section of Molong Street is a local road that caters for two-way traffic from Robertson and Soniver Road to a cul-de-ac, with a speed limit of 50km/h.
- On-street parking is generally unrestricted on Molong Street.
- Adjacent land uses consist of low and medium density housing along the northern and southern side of Molong Street.
- No bus routes service Molong Street, North Curl Curl.

ISSUES

- Parking availabilities for residents and visitors are limited due to the increasing number of non-motorised vehicles on the section of road.
- Many non-motorised vehicles parked in this area long term.

PROPOSAL

Council has undertaken a review of the location and proposes to install Timed Parking 6P 7:00am-7:00pm Everyday restrictions beginning on the southern side opposite No.10 to No.4a Molong Street, North Curl Curl. The installation of a Painted Traffic Island opposite No.4a Molong Street, North Curl Curl.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect the pedestrian facilities or impacts on walking paths

CONSULTATION

Consultation letters have been distributed to 35 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of Timed Parking 6P 7:00am-7:00pm Everyday restrictions beginning on the southern side opposite No.10 to No.4a Molong Street, North Curl Curl.
- B. Installation of a Painted Traffic Island opposite No.4a Molong Street, North Curl Curl.

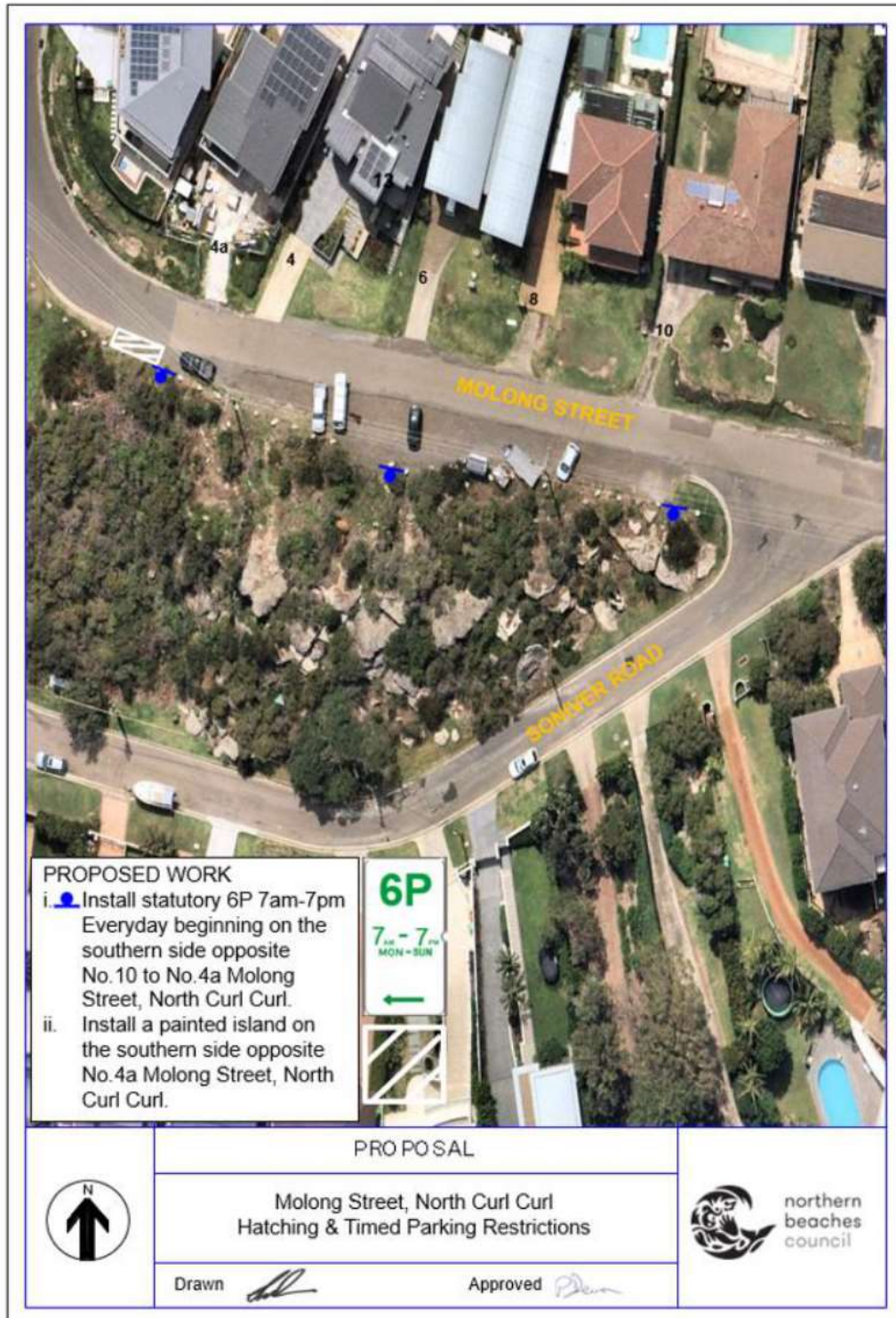


Table of Consultation

Address	<u>Molong Street, North Curl Curl</u>
Proposal	<u>Timed Parking Restrictions</u>

Properties Consulted	35
Responses Received	7
Support	6
Do Not Support	1

Issue	Resident Comment	Council Response
Loss Of Parking	Out of area visitors coming to park generally are going to the beach and rarely stay over 6hours so this is not improving parking turnover but simply would restrict local residents parking options	On street parking in any street is free for public use. The introduction of new parking restrictions may provide improved parking turnover for residents and visitors.
Impacts Residents	This will mean local residents and guest of residents on Molong Street /Robertson Road who regularly use this area for car parking due to lack of space on Robertson Road will no longer be able to park their cars during the day. It is unacceptable that local residents will have to move their cars every 6hours during the day or face a fine	The long term parking of vehicles should be on the private property with additional vehicles sharing the available on-street parking.
Suggestion	Overall solution could be to use "no trailer" or "no parking motor vehicles accepted" signage.	The No Parking signage only restricts certain vehicle types and a review of the signage indicates that it does not improve resident concerns. Residents have been suggested to contact the Local Member in relation to amendments to Boat Trailer, Trailer and Caravan parking legislation.

ITEM 4.15	ROSE AVENUE AND SOUTH CREEK ROAD, WHEELER HEIGHTS - TIMED PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2020/413729
ATTACHMENTS	1 Rose Avenue and South Creek Road, Wheeler Heights - Plan 2 Table Of Consultation

GEOCODES: -33.728515, 151.276653

REPORT

BACKGROUND

Council has received concerns from residents regarding the long-term parking of campervans, box and boat trailers along South Creek Road and Rose Avenue, Wheeler Heights. They state that the boats and trailers are lowering the general appearance of the area, is unsafe for children in the area and are restricting parking opportunities for residents and visitors.

LOCATION

- Section of road between the intersections of Rose Avenue, South Creek Road-Toronto Avenue and Rose Avenue-James Wheeler Place, Wheeler Heights
- The sections of Rose Avenue and South Creek Road is a local road with a speed limit of 50km/h
- Rose Avenue and South Creek Road caters for two-way traffic with additional unrestricted shoulder parking on the western side
- On-street parking is restricted due to the existing Dividing Barrier Lines on the eastern side
- Adjacent land uses consist of South Creek Reserve and low-density housing along the western and eastern sides of South Creek Road, correspondingly.
- A shared pedestrian and cyclist path and a footpath is located along the western and eastern sides of South Creek Road, respectively.
- The shared path forms a walking and cycling trail around Narrabeen Lagoon State Park
- There are no existing bus routes that service the sections of Rose Avenue and South Creek Road, Wheeler Heights.

ISSUES

- As there is no available on-street parking on the eastern side, vehicles and non-motorised vehicles share the shoulder parking on the western side
- Parking availabilities for residents and visitors using the reserve are limited due to the increasing number of non-motorised vehicles on the section of road
- Many non-motorised vehicle owners could potentially relocate these trailers to other areas such as nearby reserves, industrial and residential areas.

PROPOSAL

Council has undertaken a review of the location and proposes to install Timed Parking 6P 7:00am – 7:00pm Everyday restrictions along the western side of Rose Avenue and South Creek Road, between Toronto Avenue and James Wheeler Place, Wheeler Heights. The proposal will effectively restrict the on-street parking of non-motorised vehicles, such as trailers, boats and caravans.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- South Creek Road is part of the Road Cycling Network and is included in the Safe Cycling Network
- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect the pedestrian facilities or impacts on walking paths

CONSULTATION

Consultation letters have been distributed to 52 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the introduction of Timed Parking 6P 7:00am – 7:00pm Everyday restrictions along the western side of Rose Avenue and South Creek Road, between Toronto Avenue and James Wheeler Place, Wheeler Heights.

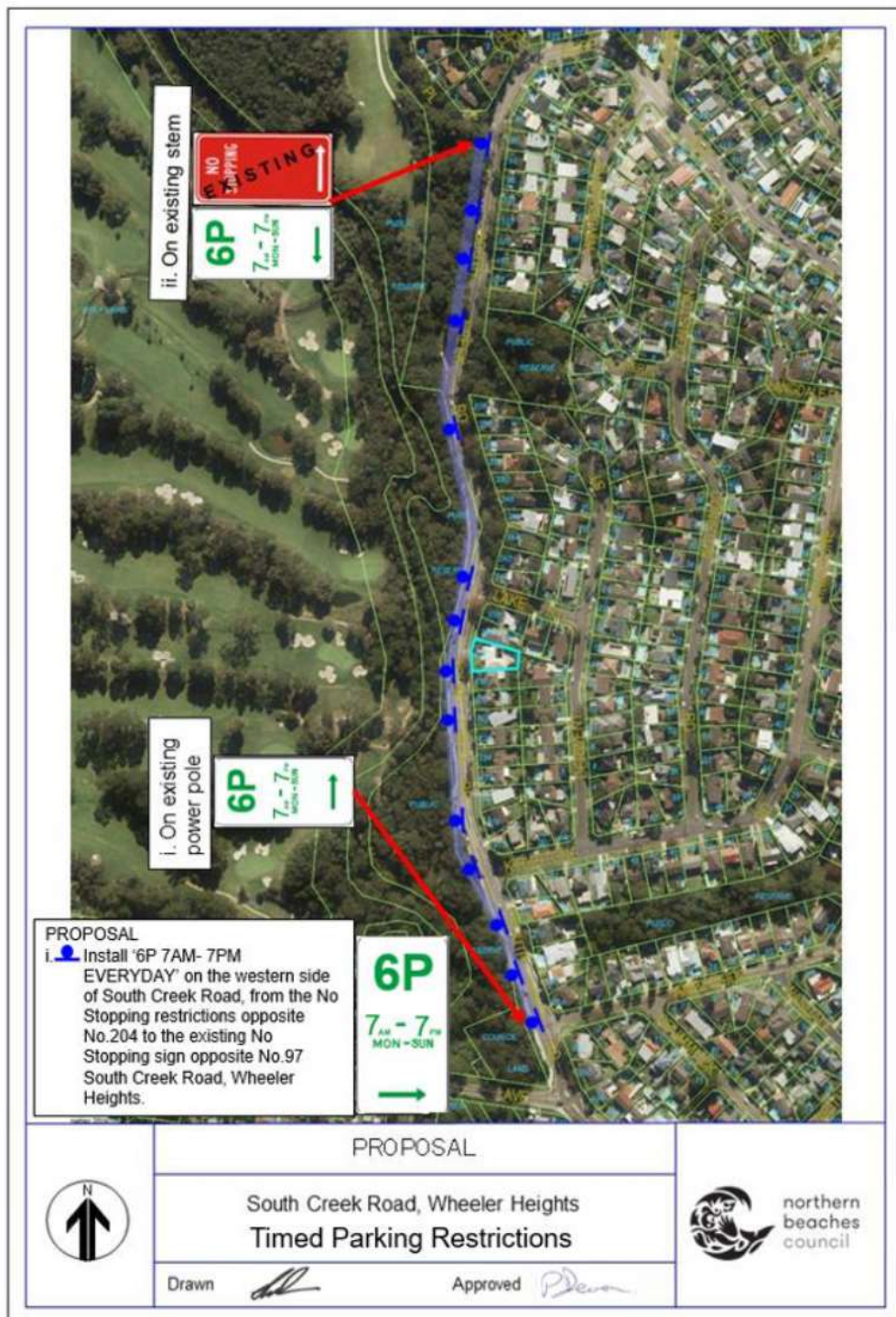


Table of Consultation

Address	<u>Rose Avenue & South Creek Road, Wheeler Heights</u>
Proposal	<u>Timed Parking Restrictions</u>

Properties Consulted	52
Responses Received	20
Support	14
Do Not Support	6

Issue	Resident Comment	Council Response
Movement of Non Motorised Vehicles to adjacent streets	Residents have suggested the Non Motorised Vehicles will move to Lake Street or James Wheeler Place, Wheeler Heights	Council will continue to monitor adjacent streets in the future.
Loss of Parking	What if I give my wife a lift to work? What if we all go out together on the weekend? It will restrict resident parking and visitor parking to our residence and to our neighbours residence	The long term parking of vehicles should be on the private property with additional vehicles sharing the available on-street parking. Six hour restrictions will allow sufficient time for the movement of resident and visitor vehicles between 7am-7pm
Campervan and Boat Trailer Parking	It should target the group of vehicles of concern, and that "No Camping" restrictions should be clear, along with "No Parking, Motor Vehicles Excepted" restrictions, as has been instituted effectively in other areas of the peninsula.	The initial consultation for this restrictions was not supported by the community. Requests sent to Rangers to investigate in accordance with relevant legislation. Resident suggested to contact Local Member in relation to amendments to Boat Trailer, Trailer and Caravan parking legislation.
Impacts residents	If this timed parking was to include all vehicles, would residents receive special permits for their registered cars?	As residents have offstreet parking the street would not be eligible for permit parking restrictions

ITEM 4.16	SORLIE ROAD, FRENCHS FOREST - TIMED PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2020/425379
ATTACHMENTS	1 Sorlie Road, Frenchs Forest - Plan 2 Table of Consultation

GEOCODES: -33.745198, 151.215219

REPORT

BACKGROUND

Council has received concerns from local businesses requesting short term parking restrictions on Sorlie Road, Frenchs Forest, opposite the shops.

LOCATION

- Sorlie road is a local road with a posted speed limit of 40km/h.
- This section of Sorlie road runs east west and is between Pringle Avenue and Kens Road.
- There are footpaths available on both the northern and southern side of the road. There are also raised threshold along Sorlie Road to indicate 40km zone.
- This car park mainly serves the local shops that require short term parking spaces for customers.
- There are medium density residential properties surrounding the shops.

ISSUES

- Some shop owners reported that the unrestricted 90° angle parking spaces in front of the shops are being used for long term parking which reduces the turnover of available parking spaces.
- Initially Council proposed to convert all the parking spaces to 2P 8:00am – 6:00pm. However, some of the business owners requested that they require longer hours due to nature of their business during consultation. Therefore, council revised the proposal to allocate half of the 14 available spaces to 2P and the other half to 4P.
- This proposal will benefit shops and their customers by increasing parking turnover of available parking spaces.

PROPOSAL

Council has undertaken a review of the above location and proposes to introduce Timed Parking 2P 8:00am – 6:00pm and 4P 8:00am – 6:00pm Everyday restrictions. This will increase the turnover of the available parking spaces and benefit the customers of the local shops. Council will also formalise the statutory No Stopping restrictions and Give Way control delineation at the intersection of Pringle Avenue and Sorlie Road to enhance the safety of the intersection.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect the pedestrian facilities or impacts on walking paths

CONSULTATION

Consultation letters have been distributed to 12 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 2P 8:00am – 6:00pm Everyday restrictions for seven spaces outside No.s 61-71 Sorlie Road, Frenchs Forest, shops to convert the existing unrestricted parking restrictions.
- B. Installation of 4P 8:00am – 6:00pm Everyday restrictions for seven spaces outside No.s 61-71 Sorlie Road, Frenchs Forest shops to convert the existing unrestricted parking restrictions.
- C. Installation of Statutory No Stopping restrictions by converting the existing No Parking restrictions at the intersection of Pringle Avenue and Sorlie Road, Frenchs Forest.
- D. Installation of Give Way signs and TB and TB1 delineation lines to formalise the existing Give Way control at Pringle Avenue near the intersection of Sorlie Road, Frenchs Forest.



Table of Consultation

Address	Sorlie Road, Frenchs Forest
Proposal	Timed Parking Restriction

Properties Consulted	12
Responses Received	3
Support	3
Do Not Support	0

Issue	Resident Comment	Council Response
Short time	Some of the clients require more than 2 hours due to the nature of the business. Requested to allocate some longer term parking.	Council has reviewed the proposal and has allocated half of the 14 spaces as 2P and the other half as 4P. This will cater for both short term and longer term customers.

ITEM 4.17	ROSS STREET AND THE BOULEVARD, NEWPORT - TIMED PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2020/417232
ATTACHMENTS	1 Ross Street and The Boulevard, Newport - Plan 2 Table Of Consultation

GEOCODES: -33.656552, 151.320317

REPORT

BACKGROUND

Council has received concerns from residents regarding the long-term parking of advertising, box and boat trailers along Ross Street and The Boulevard, Newport.

LOCATION

- Ross Street and The Boulevard are local roads used by local traffic to reach Newport and the surrounding suburbs
- The section of Ross Street and The Boulevard are located between Barrenjoey Road and Myola Road, Newport.
- Ross Street and The Boulevard are local roads that cater for two-way traffic and have a 50km/h speed limit.
- The intersection of Ross Street and The Boulevard is located adjacent to Gretel Park, Newport.

ISSUES

- Parking availabilities for residents and visitors are limited due to the increasing number of non-motorised vehicles on the section of road.
- Many non-motorised vehicles park in this area long term.

PROPOSAL

Council has undertaken a review of the location and proposes to install Timed Parking restrictions 6P 7:00am-7:00pm Everyday from the southern side of the driveway at No.6 The Boulevard on Ross Street to the boundary of No.6 and No.8 The Boulevard, Newport. Formalise statutory No Stopping restrictions at the intersection of Ross Street and The Boulevard, Newport.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect the pedestrian facilities or impacts on walking paths

CONSULTATION

Consultation letters have been distributed to 22 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of Timed Parking 6P 7:00am-7:00pm Everyday restrictions from the southern side of the driveway at No.6 The Boulevard on Ross Street to the boundary of No.6 and No.8 The Boulevard, Newport.
- B. Formalisation of statutory No Stopping restrictions at the intersection of Ross Street and The Boulevard, Newport.



Table of Consultation

Address	Ross Street & The Boulevard, Newport
Proposal	Timed Parking Restrictions

Properties Consulted	22
Responses Received	7
Support	5
Do Not Support	2

Issue	Resident Comment	Council Response
Loss of Parking	It should also be introduced in conjunction with residents parking permits to allow on street parking for residents without penalty or inconvenience.	On street parking in any street is free for public use. The proposed timed parking is located predominantly outside a reserve which is available for public use. The streets would not meet criteria for parking permits.
Impacts Residents	We oppose the proposal in its current form, as our assessment is it would simply divert the dumping of trailers to the other side of the roads. We would, however, totally support the initiative if it were to reduce or eliminate the problem all together. This will involve breaking the habit and persuading trailer owners to find another more suitable location - their own driveways, for example, to park their assets	The long term parking of vehicles should be on the private property with additional vehicles sharing the available on-street parking. A suggestion to the residents has been to petition their local member for amendments to current legislation.

ITEM 4.18 **BARRENJOEY ROAD, NEWPORT - TIMED PARKING RESTRICTIONS****REPORTING OFFICER** **TRAFFIC OFFICER****TRIM FILE REF** **2020/415746****ATTACHMENTS**
1 Barrenjoey Road, Newport - Plan
2 Table of Consultation**GEOCODES:** -33.655485, 151.319757**REPORT****BACKGROUND**

Council has received concerns from local business owners and the Newport Chamber of Commerce regarding the availability of shorter-term parking for their customers along the northern side of Barrenjoey Road, Newport.

Barrenjoey Road is classified as a main road, for which the Transport for NSW (TfNSW) is the responsible authority for managing parking and the implementation of parking restrictions. Council is assisting TfNSW with the consultation on a proposal for Timed Parking restrictions along a section of Barrenjoey Road between Seaview Avenue and Coles Parade; however, the decisions regarding the management of State Roads lies solely with TfNSW.

LOCATION

- The section of Barrenjoey Road between Seaview Avenue and Coles Parade is a main road, with a 50km/h speed limit previously approved by TfNSW as part of the Newport Village Masterplan.
- The road is a multi-lane divided carriageway with indented parking bays on both sides of the road.
- A number of regular bus routes operate along Barrenjoey Road, with the bus stop and Bus Zone located outside No.s 337-341 to No. 343.

ISSUES

- Local business owners have raised concerns regarding the availability of shorter-term parking and turnover in the Newport Commercial Centre.
- Certain businesses such as café's have earlier opening hours with their peak trading times in the mornings between 7:00am and 9:30am.
- The existing Timed Parking restrictions on Barrenjoey Road between Seaview Avenue and Coles Parade, are signposted 1P 8:30AM – 6:00PM EVERYDAY restrictions which prevents turnover of parking during the peak trading period.
- The shop-top housing developments in the area reduces the number of available on-street parking for customers due to overnight parking.
- The changes to the timed parking restrictions would assist several café's which are located at the northern end of Barrenjoey Road.
- Council is only permitted to authorise the implementation of certain traffic control facilities and prescribed traffic control devices on roads and road related areas within the Council Public Road Reserve. Council cannot exercise a function on a State Road and must refer these matters to TfNSW for consideration and approval.
- During the consultation period, it was requested a Loading Zone be included in the proposal. The plan has been amended to reflect this addition.

PROPOSAL

Council has undertaken a review of the location and issues and proposes the following:

- To replace the existing 1P 8:30am – 6:00pm Everyday restrictions with 1/4P 7:00am – 9:30am Everyday restrictions and 1P 9:30am – 6:00pm Everyday restrictions from No.s 317 to 355 Barrenjoey Road, Newport.
- To install a 6.5m Loading Zone 7:00am – 9:30am Everyday and 1P 9:30am – 6:00pm Everyday is to be installed outside No.335.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect the pedestrian facilities or impacts on walking paths

CONSULTATION

Consultation letters have been distributed to 263 properties within the immediate vicinity of the location providing notification of the proposed changes.

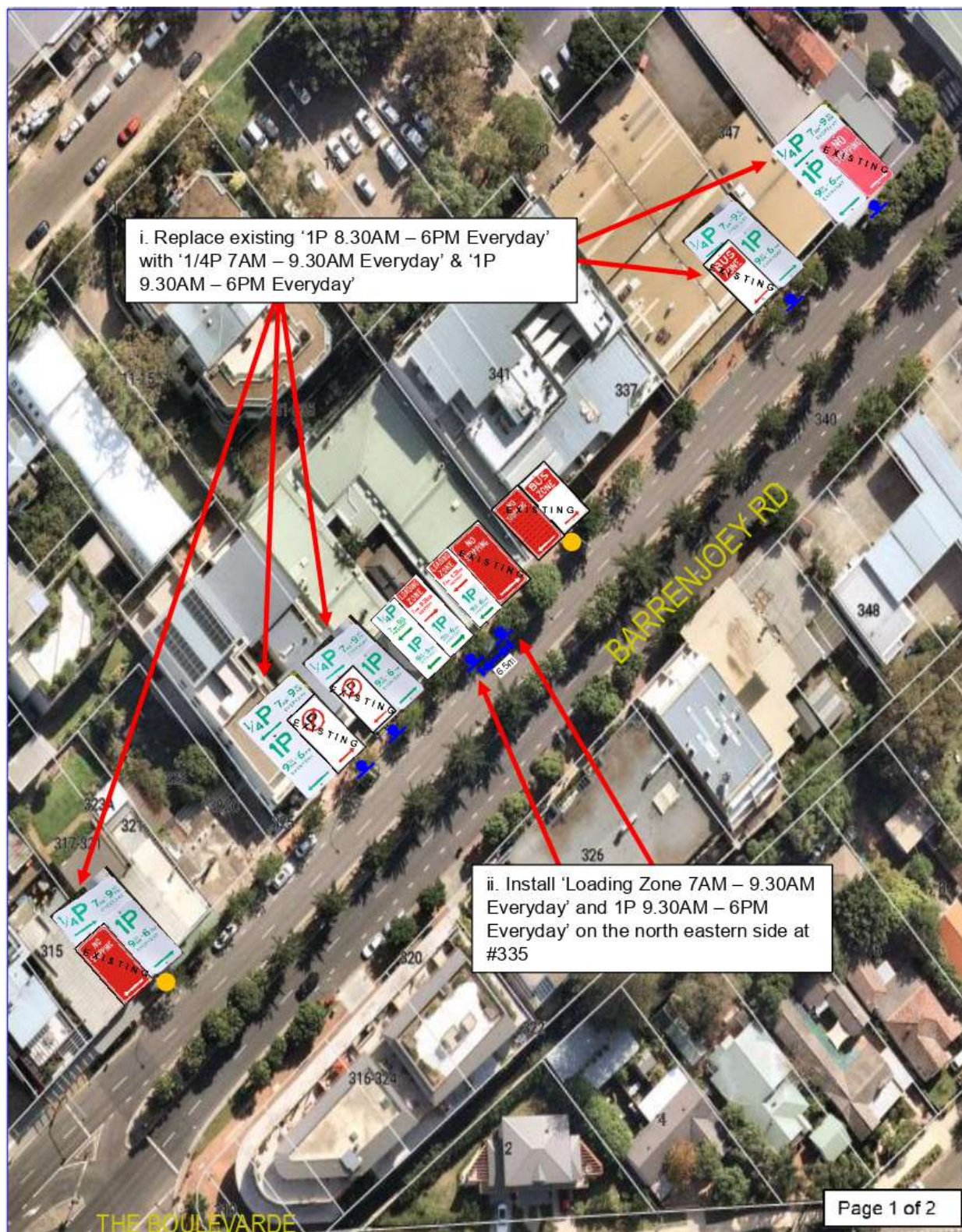
An onsite meeting was held on 11 June 2020 with the invite sent to all business owners within the Barrenjoey Road, Newport Commercial Centre. Two separate business owners attended who were in support of the proposal and requested for more regular Ranger patrols.

The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Replacement of existing 1P 8:30am – 6:00pm Everyday restrictions with 1/4P 7:00am – 9:30am Everyday restrictions and 1P 9:30am – 6:00pm Everyday restrictions from No.s 317 to 355 Barrenjoey Road, Newport.
- B. Installation of a 6.5m Loading Zone 7:00am – 9:30am Everyday restrictions and 1P 9:30am – 6:00pm Everyday restrictions outside No.335 Barrenjoey Road, Newport.



PROPOSAL

Barrenjoey Road, Newport
Timed Parking Restrictions

Drawn KT

Approved




northern
beaches
council



PROPOSAL

Barrenjoey Road, Newport
Timed Parking Restrictions

Drawn KT

Approved



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Table of Consultation

Address	Barrenjoey Road, Newport
Proposal	Timed Parking Restrictions

Properties Consulted	263
Onsite Meeting	2 Attendees
Responses Received	12
Support	10
Do Not Support	2

Issue	Resident Comment	Council Response
Parking	Have early meetings, will be difficult to find parking, signs confusing, always parking in morning, will affect small businesses negatively	Longer term offstreet parking available in Foamcrest Avenue and Bramley Ave. The restrictions to the North/East of Barrenjoey Rd are remaining as current '1P 8.30AM - 6PM Everyday'
Enforcement	That the current parking restrictions remain in force but that they are regularly enforced to deter repeated breaches.	The Rangers have been requested to regularly patrol the area.
Trades vehicle parking	That consideration be given to the current parking restrictions (of 1 hour) commencing from 6:30am to deter the tradespersons from parking their vehicles from the time they commence work.	Trades vehicles must obey to the timed parking restrictions they are parked in. Certain businesses such as café's have earlier opening hours with their peak trading times in the mornings between 7am and 9.30am.
Loading Zone inclusion	If the 1/4P 7:00AM – 9:30AM restrictions are implemented, that an appropriate loading zone be introduced and that these parking restrictions are appropriately and regularly policed	Since the completion of consultation, a 'Loading Zone 7AM - 9.30AM Everyday' has been included on the northern side at #335

ITEM 4.19	DARLEY ROAD, MANLY - TIMED PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2020/414377
ATTACHMENTS	1 Darley Road, Manly - Plan

GEOCODES: -33.804929, 151.292419

REPORT

BACKGROUND

Council has received concerns from residents and the St. Paul's Catholic College regarding long term parking of boats and trailers on the south side of Darley Road outside St. Paul's College, Manly. The school has requested 8P Timed Parking restrictions and before and after school No Parking restrictions be considered to address current issues with double parking.

LOCATION

Darley Road is a local road linking the Manly Town Centre with North Head. It varies in width along its length; however, at its eastern end on approach to North Head Reserve it narrows in width to approx. 9.5m with parking confined to one side of the road. The St. Paul's College is sited on the south side of Darley Road in this narrowed section of the road. The International College of Management is sited opposite the school on the northern side of Darley Road.

ISSUES

- In 2019 Council introduced 8P Timed Parking restrictions on the north side of Darley Road to create turnover of parking and remove long term boat and trailer parking. This has been partially successful but has resulted in several of the boats and trailers relocating to the south side of Darley Road on the St. Paul's College frontage.
- The presence of boats and trailers on the south side of Darley Road is creating issues for the school as parents, students and buses have insufficient space for drop off and pick up and parking in inappropriate and illegal locations is occurring.
- Existing kiss and drop zone is of insufficient length with parents often parking in Bus Zones or double parking

PROPOSAL

Council has undertaken a review of the location and issues and proposes to:

- Install 8P Timed Parking restrictions of 40m in length applying between 6:00am and 10:00pm Everyday on the south side of Darley Road, near the bend east of Marshall Street.
- Expand the No Parking zone on the south side of Darley Road outside the college so an extra 52m of No Parking is created for drop off and pick up of students. These restrictions would apply 8:00am-9:30am and 2:30pm-4:00pm on School Days. This matches the 40km/h School Zone hours.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will improve safety for people cycling by reducing the incidence of double parking at school drop off and pick up times
- The proposal does not affect the pedestrian facilities or impact on walking paths

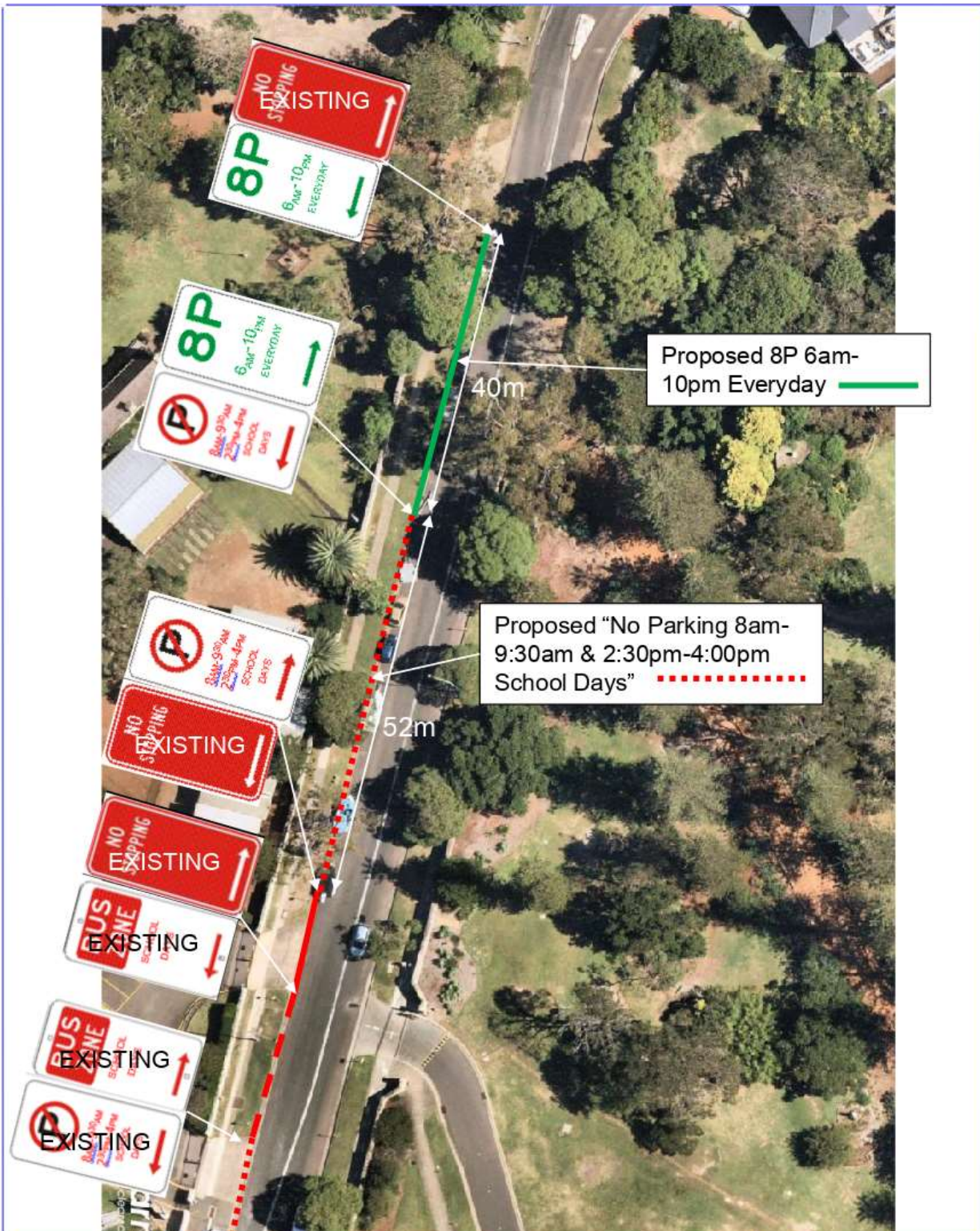
CONSULTATION

Consultation letters have been distributed to 28 properties within the immediate vicinity of the location providing notification of the proposed changes. The only feedback has come from the school who are supportive of the changes.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 52m of No Parking (8:00am - 9:30am and 2:30pm - 4:00pm School Days) restrictions on the south side of Darley Road, Manly, on the frontage of St.Paul's College and to the west of the school Bus Zone.
- B. Installation of approximately 40m of 8P Timed Parking restrictions applying 6:00am to 10:00pm Everyday. The restrictions are to be sited on the south side of Darley Road west, Manly, of the above No Parking zone on the school frontage.



PROPOSAL



Darley Road, Manly
No Parking – drop off and pick up zone



northern
beaches
council

Drawn JB

Approved

ITEM 4.20	NERIDAH AVENUE, BELROSE - NO PARKING WASTE COLLECTION DAYS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2020/422306
ATTACHMENTS	1 Neridah Avenue, Belrose - Plan

GEOCODES: -33.723968, 151.217564

REPORT

BACKGROUND

Council has received concerns from residents and Waste Collection Services regarding difficulties while entering and exiting Neridah Avenue, Belrose. It is reported that when vehicles park within the cul-de-sac of Neridah Avenue, waste collection vehicles cannot turn and must exit the street by reversing until they reached the intersection with Fiona Street.

LOCATION

- Neridah Avenue is a local road with a speed limit of 50km/h
- Neridah Avenue has a width of approximately 7m with on-street parking available on both sides
- Neridah Avenue has low density housing
- This street meets at a T-intersection with Fiona Avenue

ISSUES

Waste collection vehicles have difficulty exiting the street due to the narrow width and obstructed turning provisions within the cul-de-sac when vehicles are parked.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install No Parking Restrictions within the cul-de-sac on waste collection days. The restrictions will apply between the hours of 6:00AM-6:00PM Tuesdays.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect the pedestrian facilities or impacts on walking paths

CONSULTATION

Consultation letters have been distributed to 35 properties within the immediate vicinity of the location providing notification of the proposed changes. No submissions were received at the time of reporting.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of No Parking 6:00am - 6:00pm Tuesday restrictions at the cul-de-sac on Neridah Avenue, Belrose.



Proposed No Parking Restrictions on
Waste Collection Days
"No Parking 6am-6pm Tuesdays"



Install on power poles

Install on new stem



PROPOSAL

Neridah Avenue, Belrose
No Parking Restrictions – Waste Collection Days

Drawn: JO

Approved



northern
beaches
council

ITEM 4.21	PACIFIC PARADE, DEE WHY - MOTOR BIKE PARKING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2020/422308
ATTACHMENTS	1 Pacific Parade, Dee Why - Plan

GEOCODES: -33.755713, 151.294128

REPORT

BACKGROUND

Council has received concerns from residents that vehicles parked in between two driveways consistently obstruct access and egress from their property. Furthermore, these parked vehicles obstruct the sight lines of the exiting vehicles. This space is approximately 4m wide and Rangers are repeatedly requested to visit the site due to obstructions of vehicle path.

LOCATION

- Pacific Parade is a local road with a speed limit of 40km/h
- Pacific Parade has a width of approximately 13m with on-street parking and cycle lanes available on both sides
- The space lies between the driveway of Property No.s 116 and 118 Pacific Parade.
- Pacific Parade has high density housing
- This section of Pacific Parade meets at a T-intersection with Wheeler Parade

ISSUES

Access, egress and sight lines are repeatedly obstructed due to parked vehicles in a narrow space between two driveways.

PROPOSAL

- Council has undertaken a review of the location and issues and proposes to install Motor Bike Parking only at this space.
- Motor bikes are smaller in both length and especially width and would not significantly obstruct sightlines compared to a standard sized motor vehicle.
- The proposed changes will provide additional parking options in the area and improve sightlines by preventing larger vehicles from parking near the driveway.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

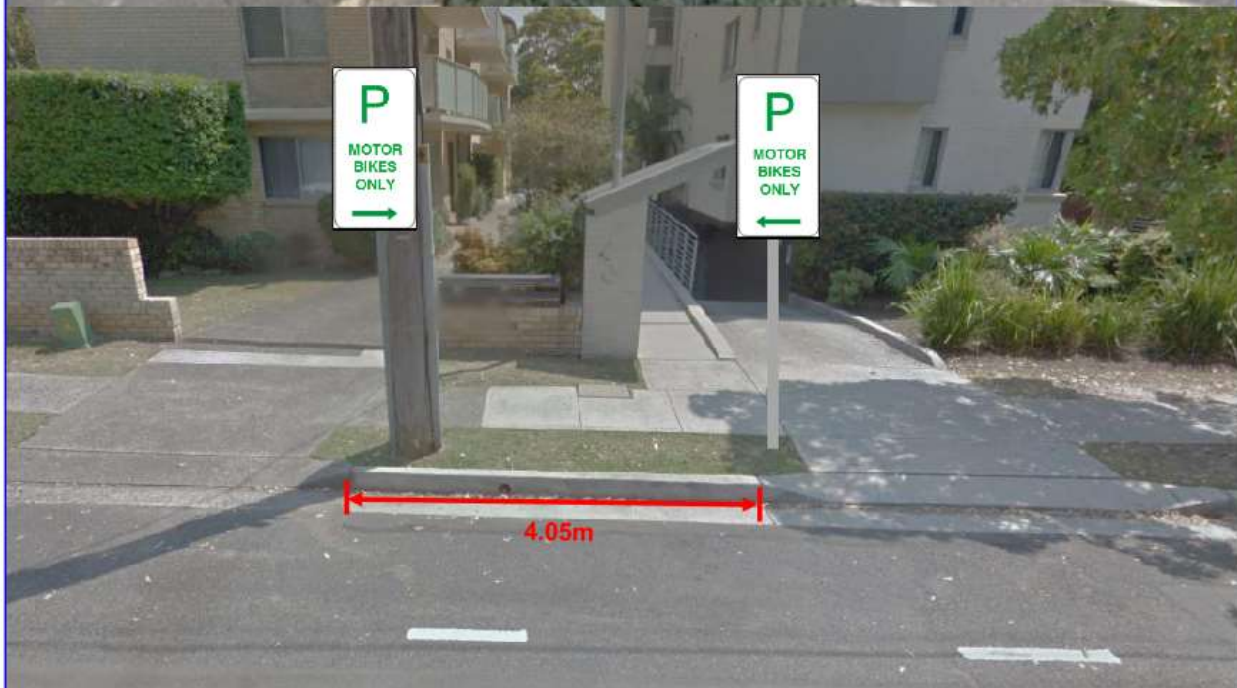
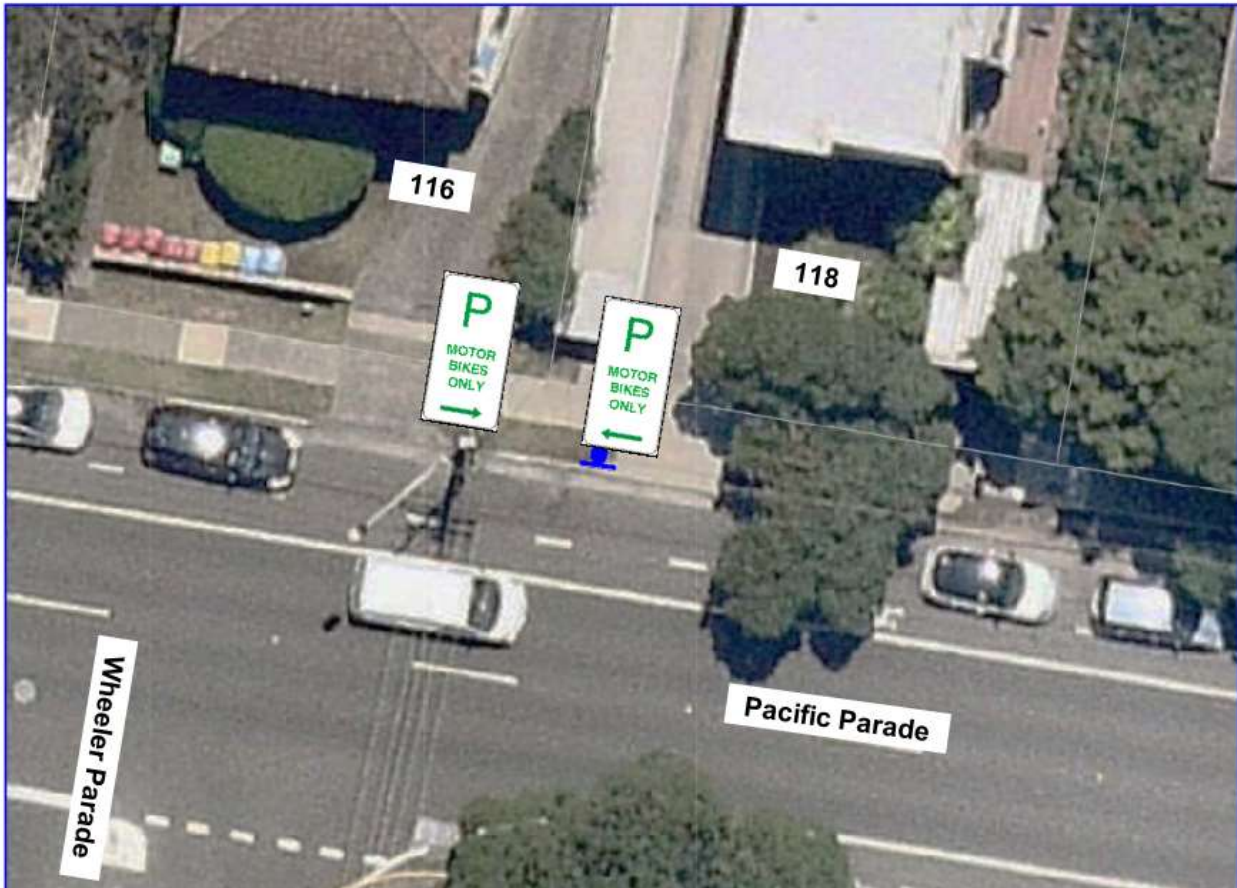
- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect the pedestrian facilities or impacts on walking paths

CONSULTATION

Consultation letters have been distributed to 9 properties within the immediate vicinity of the location providing notification of the proposed changes. No submissions were received at the time of reporting

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of Motor Bike Parking Only between the driveways of Property No. 116 and 118 Pacific Parade, Dee Why



PROPOSAL

Pacific Parade, Dee Why
Proposed Motorbikes Parking

Drawn: JO

Approved



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beaches
council

ITEM 4.22	KING ROAD, INGLESIDE – FORMALISATION OF THE EXISTING ANGLED PARKING
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2020/415894
ATTACHMENTS	1 King Road, Ingleside - Plan

GEOCODES: -33.682833, 151.266150

REPORT

BACKGROUND

Council has received concerns from the Rural Fire Service (RFS) regarding long vehicles parking on the informal 90° angled parking area adjacent to their building and blocking emergency vehicles parking and their operation. They request to formalise the angled parking area.

LOCATION

- The Rural Fire Service is located on the corner of Manor Road and King Road.
- Informal 90° angled parking area is on the southern side of King Road.
- King Road is a local road with an average width of 6.2 m.

ISSUES

- Informal 90° angled parking area which is mainly used by Rural Fire Service.
- Long vehicles park parallel and block the informal 90° angled parking area and impact the Rural Fire Service's operation.

PROPOSAL

Council has undertaken a review of the above location and propose to formalise the angle parking area with Timed Parking restrictions to regulate on-site parking and facilitate Rural Fire Service's operation. The proposal includes:

- Installing 12m length of Timed Parking 8P 8:00am-6:00pm Everyday restrictions with supplementary plate of 90° Angle Parking, Front to Kerb, Vehicles under 6m only.
- Marking five 90° angle parking bays with the dimension 2.4 m x 5.4 m with raised pavement markers.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect the pedestrian facilities or impacts on walking paths

CONSULTATION

Consultation letters have been distributed to 16 properties within the immediate vicinity of the location providing notification of the proposed changes. No submissions were received at the time of reporting.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 12m length of Timed Parking 8P 8:00am-6:00pm Everyday restrictions with supplementary plate of 90° Angle Parking, Front to Kerb, Vehicles under 6m only.
 - B. Installation of five 90° angle parking bays with the dimension 2.4 m x 5.4 m with raised pavement markers.
-



PROPOSAL

Manor Road, Ingleside
Formalisation of the existing angled parking

Drawn: VS

Approved




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ITEM 4.23	CARRINGTON AVENUE, CROMER – PARKING MODIFICATIONS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2020/416427
ATTACHMENTS	1 Carrington Avenue, Cromer – Plan 2 Table of Consultation

GEOCODES: -33.733009, 151.273016

REPORT

BACKGROUND

Council has received concerns from local residents regarding unnecessary parking losses at Carrington Avenue, Cromer, due to the discrepancy of signs.

LOCATION

- Carrington Avenue is local road with an average width of 11m and the speed limit of 50km/h.
- It is a bus route.
- Wabash Avenue is local road with an average width of 7m and the speed limit of 50km/h.

ISSUES

- Existing No Parking signs on the eastern and western side of Carrington Avenue have been redundant and create confusion to motorists as signs are not closed.
- At times cars are parking at the corner of Carrington Avenue and Wabash Avenue creating visibility issues and potential safety risks.

PROPOSAL

Council has undertaken a review of the above location and proposes the following parking modifications:

- Remove the redundant No Parking signs on the eastern and western side of Carrington Avenue.
- Reinforce 10m statutory No Stopping at the corner of Carrington Avenue and Wabash Avenue with No Stopping Unbroken Yellow Kerb Line.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect pedestrian facilities or impacts on walking paths.

CONSULTATION

Consultation letters have been distributed to 94 properties within the immediate vicinity of the location providing notification of the proposed changes.

The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Removal of the redundant No Parking signs on the eastern and western side of Carrington Avenue, Cromer.
- B. Installation of a No Stopping Unbroken Yellow Kerb Line 10m in length at the corner of Carrington Avenue and Wabash Avenue, Cromer.



PROPOSAL

Carrington Avenue, Cromer
Parking Modifications

Drawn: VS

Approved



northern
beaches
council

Table of Consultation

Address	Carrington Avenue, Cromer
Proposal	Parking modifications

Properties Consulted	94
Responses Received	4
Support	4
Do Not Support	0

Issue	Resident Comment	Council Response
Speeding	vehicles often speeding	As the street is not long and few roundabouts at intersections speeding is unlikely to occur. However, Council monitors and investigates further.

ITEM 4.24	LINCOLN AVENUE, COLLAROY – SAFETY AT THE CURVE
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2020/358933
ATTACHMENTS	1 Lincoln Avenue, Collaroy – Plan 2 Table of Consultation

GEOCODES: -33.741859, 151.300501

REPORT

BACKGROUND

Council has received concerns from local residents regarding visibility and safety issues at the sharp corner of Lincoln Avenue and Suffolk Avenue, Collaroy. Often vehicles park at the corner and create potential risks to two-way traffic. In-addition, as there is no footpath, pedestrians may walk on the street at times and face risks due to lack of visibility around the bend.

LOCATION

- Lincoln Avenue and Suffolk Avenue are local roads with an average width of 7m and the speed limit of 50km/h
- Corner of both streets is a sharp curve
- No footpath is available on either street.

ISSUES

- Visibility has been compromised at the corner due to the sharp curve
- Cars parking at the corner create further visibility issues hence potential risks for safety
- As there is no footpath, pedestrians may walk on the street and face risks due to lack of visibility around the bend.
- Both streets are narrow.

PROPOSAL

Council has undertaken a review of the above location and proposes to install a Dividing Barrier Line and a No Stopping Unbroken Yellow Kerb Line at the corner to improve safety. The proposal includes the following:

- Installing a 20m Dividing Barrier Line (two way) at the corner
- Installing a 30m No Stopping Unbroken Yellow Kerb Line at both curves at the corner.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect pedestrian facilities or impacts on walking paths

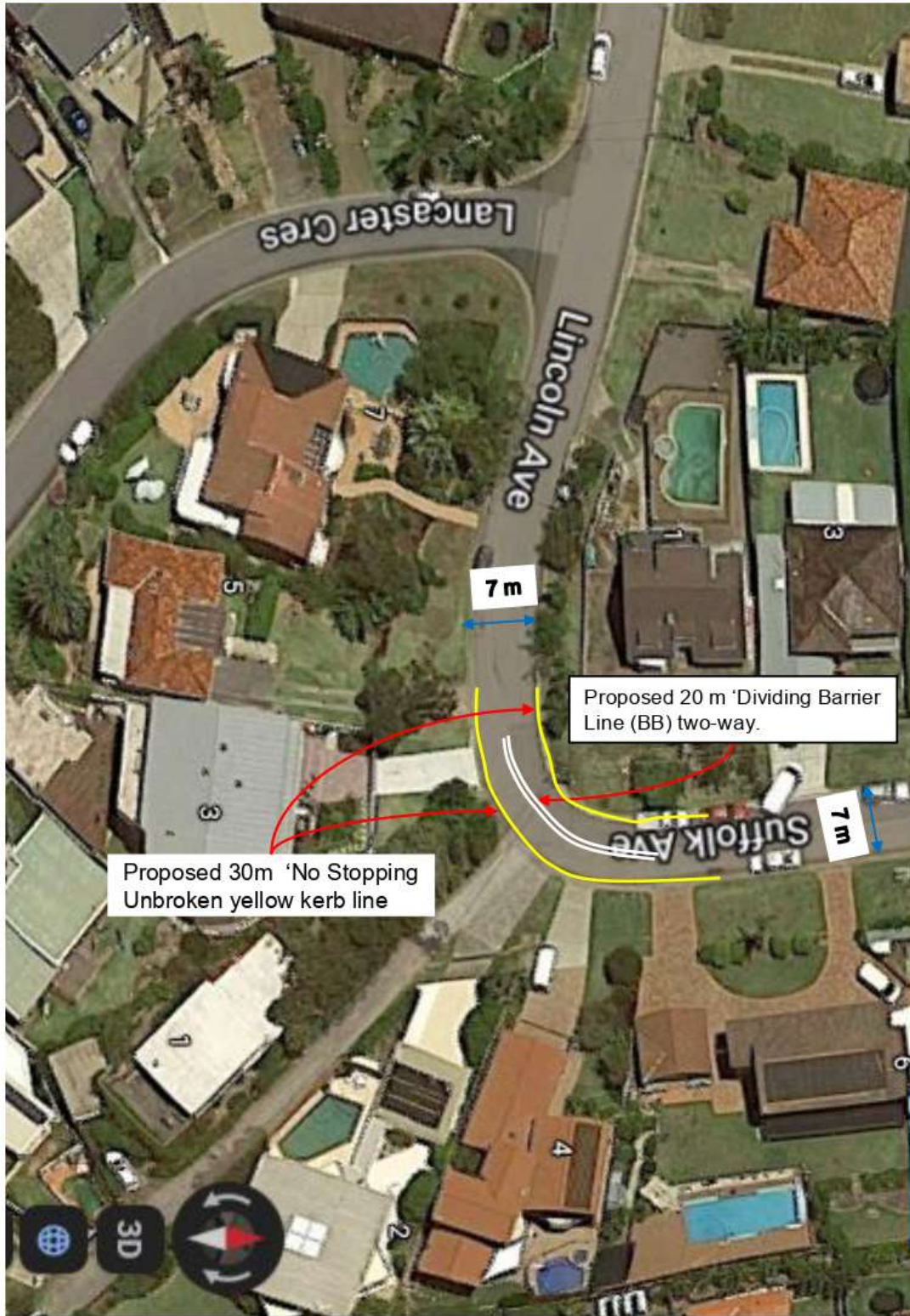
CONSULTATION

Consultation letters have been distributed to 49 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:


- A. Installation of a 20m Dividing Barrier Line (two way) at the corner of Lincoln Avenue and Suffolk Avenue, Collaroy.
- B. Installation of a 30m No Stopping Unbroken Yellow Kerb Line at both curves at the corner of Lincoln Avenue and Suffolk Avenue, Collaroy.



PROPOSAL

Lincoln Avenue, Collaroy
Safety at the curve

Drawn VS

Approved 



northern
beaches
council

Table of Consultation

Address	Lincoln Avenue, Collaroy
Proposal	Safety at the Curve

Properties Consulted	49
Responses Received	6
Support	6
Do Not Support	0

Issue	Resident Comment	Council Response
Parking	Loss of parking	Safety at the curve has been improved. Parking impact is very minimal.
Property value	Property value get impacted.	Safety has been enhanced.

ITEM 4.25	BUNGAN HEAD ROAD AND MYOLA ROAD, NEWPORT - INTERSECTION UPGRADE FROM GIVE WAY TO STOP
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2020/417691
ATTACHMENTS	1 Bungan Head Road and Myola Road, Newport - Plan 2 Table of Consultation 3 Stop Sign Situation Diagram

GEOCODES: -33.663072, 151.320901

REPORT

BACKGROUND

Council has received concerns from local residents regarding traffic safety at the intersection of Bungan Head Road and Myola Road, Newport.

LOCATION

- Bungan Head Road and Myola Road are collector roads with a 50km/h speed limit.
- The section of Myola Road under consideration has a pavement width of approximately 6m, and no kerb and gutter.
- The crest in the road is located on a bend near property No.52 Myola Road, approximately 50m north of Bungan Head Road. Dividing Barrier Lines approximately 30m in length have previously been installed on the crest, along with advanced warning signs and advisory 15 km/h speed limit signs on both approaches.
- No Stopping restrictions have been installed on both sides of Myola Road to the intersection with Bungan Head Road, south of driveways to No.s 46 and 71.

ISSUES

- Residents have reported that a number of motorists travelling south along Myola Road do not adhere to the Give Way controls at the intersection with Bungan Head Road.
- Myola Road intersects Bungan Head Road at an acute angle, with traffic sight distances restricted due to the road geometry and terrain.
- The disregard of the existing traffic controls and site conditions increases the risk of collisions through the intersection.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to upgrade the existing intersection controls in Myola Road from Give Way to Stop due to reduced sight distances (refer Attachment 3 - Stop Sign Situation Diagram).

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities.
- The proposal does not affect the pedestrian facilities or impacts on walking paths.

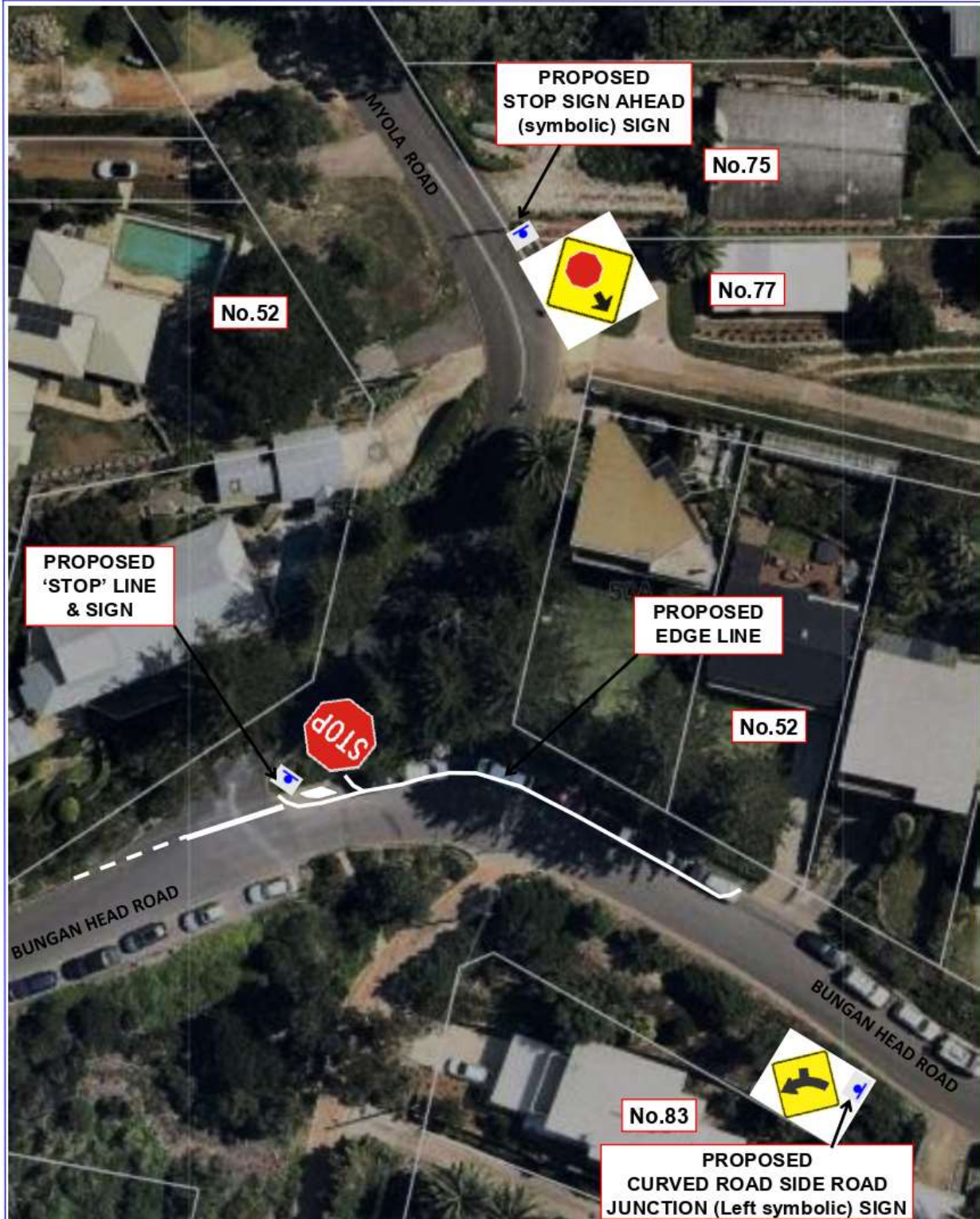
CONSULTATION

- Consultation letters have been distributed to 18 properties within the immediate vicinity of the location providing notification of the proposed changes. A summary of the responses is noted in Attachment 2 - Table of Consultation.
- A total of five submissions were received with two supporting and three objections. The main objections were in relation to concerns regarding queueing during peak times and traffic speeds.
- Council has further reviewed the issues and recommends additional signage and linemarking to improve safety. An amended plan of the proposal is shown in Attachment 1 - Bungan Head Road and Myola Road, Newport - Plan.
- Additional advanced warning signs are proposed including a Side Road Intersection on a Curve sign in Bungan Head Road, and a Stop Sign Ahead sign in Myola Road to provide additional warning of vehicles stopping at the intersection. It is also proposed that an edge line be installed between the driveway of No.52 Bungan Head Road and Myola Road, to help delineate the road and improve parking practices on the northern side of Bungan Head Road immediately east of the intersection.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the following proposals in Bungan Head Road and Myola Road, Newport:

- A. Upgrade the existing Give Way controls with Stop controls at the Bungan Head Road/Myola Road intersection.
- B. Installation of Stop Sign Ahead sign between No.s 75 and 77 Myola Road.
- C. Installation of Side Road Intersection on a Curve sign in Bungan Head Road outside No.83 Myola Road.
- D. Installation of edge line between the driveway of No.52 Bungan Head Road and Myola Road.



BUNGAN HEAD ROAD/MYOLA ROAD, NEWPORT
INTERSECTION UPGRADE FROM 'GIVE WAY' TO 'STOP'

Drawn RK


Approved 

Table of Consultation

Address	Bungan Head Road/Myola Road, Newport
Proposal	Intersection upgrade from 'GIVE WAY' to 'STOP'

Properties Consulted	18
Responses Received	5
Support	2
Do Not Support	3

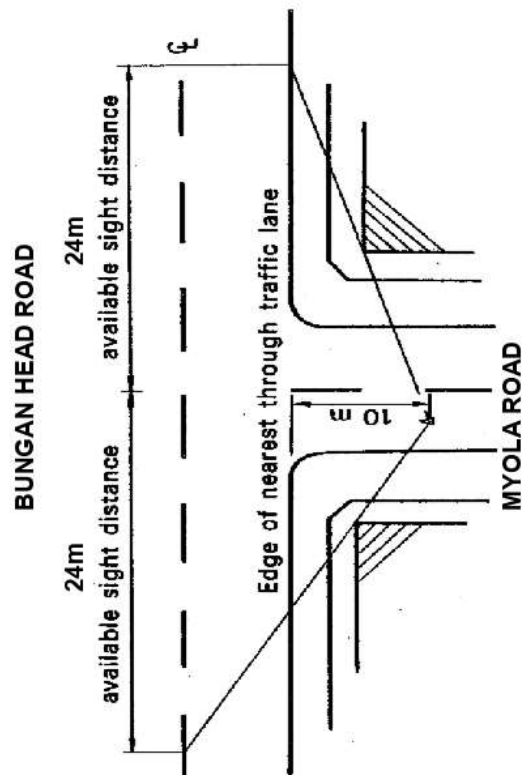
Issue	Resident Comment	Council Response
Intersection upgrade from 'GIVE WAY' to 'STOP'	<ul style="list-style-type: none"> - This proposal would result in the morning peak hour traffic inevitably becoming backed-up along Myola Road as cars slow to a halt at the proposed Stop sign. The intersection has poor visibility for Myola Road traffic approaching Bungan Head Road. It is actually easier to navigate through the intersection under give way conditions. - It is my opinion that positioning a stop sign at this location could lead to dangerous conditions for those using the intersection, at all times of day, especially in the morning at peak times. The inevitable queueing of vehicles up the north facing slope would leave little or no passing space for those travelling in a northerly direction. 	<ul style="list-style-type: none"> - The increase in traffic priorities will improve sight distances for vehicles entering Bungan Head Road. Although traffic volumes are generally higher during morning and afternoon peak times, the overall volumes are low for the road and unlikely to lead to congestion issues. - Council proposes to install a Stop Sign Ahead sign in Myola Road to provide additional warning of vehicles stopping at the intersection.
Suggestions	<ul style="list-style-type: none"> - The major issue is the speed vehicles approach this intersection along Bungan Head Rd around the blind curve rather than the vehicles coming down the Myola Rd hill not fully stopping. In my view the best place for signs is further along Bungan Head Rd before vehicles enter the blind curve. A 25km/hr sign followed by a "Slow Down Intersection Hazard" warning sign would give maximum protection. - If the intersection is changed from yield to stop, then cars exiting Myola Road will have to enter the intersection from a standing start. This provides insufficient time to avoid speeding cars as they come around the Bungan Head road corner. What is needed is: 1. Trim council trees that block Bungan Head road view to the left from Myola road and 2. Introduce traffic calming devices just prior to the Bungan Head road corner/curve (travelling East), prior to being able to observe cars exiting from Myola Road. 	<ul style="list-style-type: none"> - Council is unable to provide non-standard signs and advisory speed limits can only be provided on sub-standard curves, however it is proposed that a Side Road Intersection on a Curve sign be installed in Bungan Head Road, on the eastern approach to the intersection with Myola Road. - Traffic sight distances are restricted mainly due to the road geometry and terrain, which can not be addressed through minor tree trimming. However, Council proposes to install linemarking to prevent vehicles parking too close to the intersection. - Council currently has no plans to install traffic calming devices along Bungan Head Road which would have unfavourable noise impacts. The additional advanced warning signs and installation of a parking edge line to delineate the road will help with overall traffic calming in the area.

Stop Sign Situation Diagram - Bungan Head Road and Myola Road

R1-1 STOP SIGN

SITUATION DIAGRAM

Use R1-1 sign where a Give Way R1-2 sign is warranted and sight distance (in either direction) in accordance with the following sketch and table is not available.



85th Percentile Approach Speed on Major Road V85 (km/h)	Required Sight Distance (between points, 1.15 m above the road) A (m)
40	70
50	90
60	105
70	120
80	140
90	160
100	175
110	190

ITEM 4.26	WHEELER PARADE, DEE WHY - EXTENSION OF BUS ZONE
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2020/421364
ATTACHMENTS	1 Wheeler Parade, Dee Why - Plan 2 Table of Consultation

GEOCODES: -33.755771, 151.294002

REPORT

BACKGROUND

Council has received concerns from the State Transit Authority (STA) regarding buses having difficulty in entering and exiting Wheeler Parade, Dee Why, and stopping at the Bus Stop outside No, 115 Pacific Parade. Furthermore, residents have been continually booked and have raised concerns of obstructed sightlines when entering Pacific Parade. This is due to vehicles parking within 10m from the intersection to Wheeler Parade.

LOCATION

- Wheeler Parade is a local road with a speed limit of 50km/h
- Wheeler Parade has a width of approximately 12m with on-street parking available on both sides
- Wheeler Parade has high density housing
- Wheeler Parade meets at T-intersections with Pacific Parade
- Wheeler Parade has the 159 and 177X bus services

ISSUES

- Inadequate sight lines when exiting Wheeler Parade are obstructed due to vehicles parking within 10m from the intersection
- Buses have difficulty stopping at the Bus Stop outside No.115 Pacific Parade, Dee Why

PROPOSAL

Council has undertaken a review of the location and issues and proposes to extend the existing Bus Zone by 10m (half of this extension covers a driveway). Statutory No Stopping restrictions from the intersection of Wheeler Parade and Pacific Parade will also be installed

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect the pedestrian facilities or impacts on walking paths

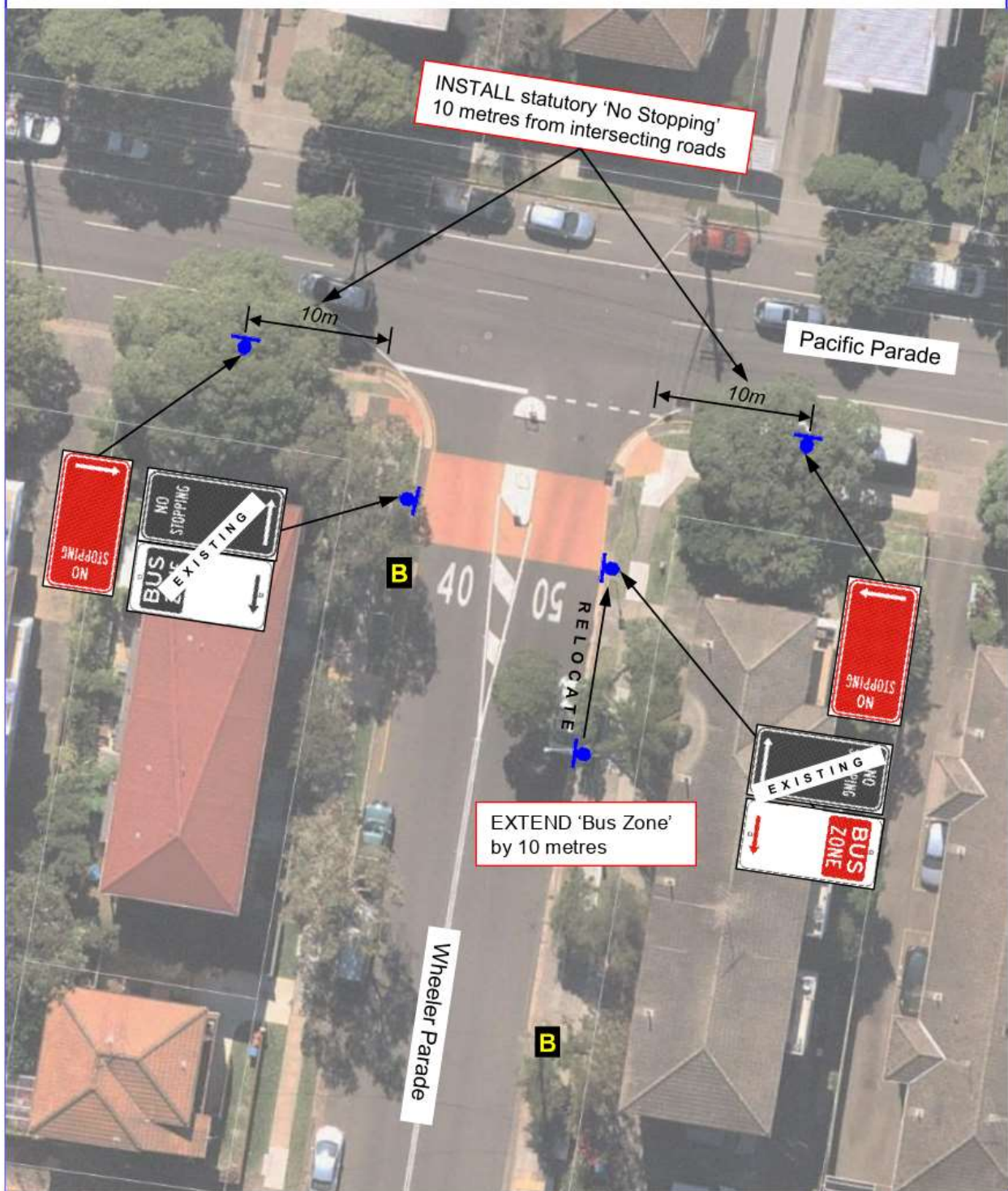
CONSULTATION

Consultation letters have been distributed to 128 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Extension of the existing Bus Zone on Wheeler Parade, Dee Why, by 10m.
- B. Installation of statutory 10m No Stopping restrictions along Pacific Parade, Dee Why, from the intersection with Wheeler Parade, Dee Why.






	PROPOSAL	 northern beaches council
	Wheeler Parade, Dee Why Bus Zone Modifications & Statutory No Stopping	
	Drawn: BD Approved 	

Table of Consultation

Address	<u>Wheeler Parade, Dee Why</u>
Proposal	<u>Extension to Bus Zone</u>

Properties Consulted	128
Responses Received	7
Support	3
Do Not Support	4

Issue	Resident Comment	Council Response
Loss of Parking	<p><i>"...To extend the bus Zone and install no stopping restrictions would clearly further limit car spaces in this area which already is overburdened with cars..."</i></p> <p><i>"Residents of and visitors to this area are already starved for parking"</i></p>	<p>The No Stopping restrictions on the corners of Wheeler Parade and Pacific Parade are to reinforce existing NSW Road rules; Vehicles must not stop within 10m of intersections. In addition to this, the representative of STA commented that the difficulty that buses are experiencing can be relieved by preventing vehicles from parking within 10m of the intersection. One (1) legal parking space will be removed so that buses may stop at the bus stop beside the kerb as opposed to obstructing trafficable lane, which creates an added hazard to all road users.</p>
Bus Stops	<p><i>"Why do you need 3 bus stops within 'stone-throwing' distance from each other..."</i></p>	<p>The Bus Stops on Wheeler Parade are 160 metre and 270 metre away from each other on the east side, and 190 metre and 300 metres away from each other on the west side.</p> <p>These are placed within STA guidelines</p>

ITEM 4.27	HILMA STREET, COLLAROY PLATEAU – DROP OFF AND PICK UP ZONE
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2020/416863
ATTACHMENTS	1 Hilma Street, Collaroy Plateau – Plan 2 Table of Consultation

GEOCODES: -33.732868, 151.294435

REPORT

BACKGROUND

Council has received concerns from Collaroy Plateau Primary School and parents requesting a Pick-up and Drop-off zone near the pathway at Hilma Street, Collaroy Plateau, to alleviate the congestion at Plateau Road.

Council has undertaken a review of the above location and proposes to install a Pick-up and Drop-off zone during school hours only at either side of the existing No Stopping restrictions. According to the recommendation of the Northern Beaches Council Local Traffic Committee, Council has amended the proposal to consolidate the Pick-up and Drop-off zone during school hours only on the northern side of existing No Stopping restrictions.

LOCATION

- Hilma Street is a local road worth an average width of 7.3m.
- The school's eastern side facing Hilma Street has an entry/exit pathway.

ISSUES

- Parents heavily use the back entrance of the school at Hilma Street.
- The previous Pick up and Drop off zone in Hilma Street has been removed and replaced with No Stopping 8:00am – 4:00pm, School Days Only restrictions and a pedestrian fence installed to improve the safety of the pathway.
- Parents facing delays during pick up and drop off times due to a lack of high turnover spaces in Hilma Street.

PROPOSAL

According to the recommendation of the Northern Beaches Council Local Traffic Committee, Council has amended the proposal to consolidate the Pick-up and Drop-off zone during school hours only on the northern side of existing No Stopping restrictions. It is proposed to install No Parking 8:00am-9:30am, 2:30pm – 4:00pm School Days Only restrictions of 45m in length to the northern side of the existing No Stopping 8:00am – 4:00pm, School Days Only restrictions.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect pedestrian facilities or impacts on walking paths.

CONSULTATION

Consultation letters have been distributed to 32 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of No Parking 8:00am - 9:30am and 2:30pm – 4:00pm School Days Only restrictions of 45m in length at the northern side of the existing No Stopping 8:00am – 4:00pm, School Days Only restrictions on Hilma Street, Collaroy Plateau.



PROPOSAL



Hilma Street, Collaroy Plateau
Pick up and Drop off zone

Drawn: VS

Approved



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Table of Consultation

Address	Hilma Street, Collaroy Plateau
Proposal	Pick-up and Drop-off zone

Properties Consulted	32
Responses Received	8
Support	7
Do Not Support	1

Issue	Resident Comment	Council Response
Traffic flow	As a narrow street traffic flow get impacted during school hours.	Most of traffic during school hours are parents and allow them to use the zone only couple of minutes.
Pedestrian Safety	Request pedestrian crossing at Telopea Street.	Council consider installing a Pedestrian refuge.
No Stopping'	Request to increase 'No Stopping' restrictions near crossing to improve visibility and repaint faded 'No Stopping' lines.	Council will investigate and organise necessary measures.

ITEM 4.28	MELWOOD AVENUE, FORESTVILLE - DROP OFF AND PICK UP ZONE
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2020/425421
ATTACHMENTS	1 Melwood Avenue, Forestville - Plan 2 Table of Consultation

GEOCODES: -33.761376, 151.211545

REPORT

BACKGROUND

Council has received concerns from local residents regarding the absence of a school drop off and pick up zone on Melwood Avenue, Forestville, outside Forestville Public School.

LOCATION

- Melwood Avenue is a local road with a posted speed limit of 50km/h. This section falls under the School Zone of Forestville High School and during school days the speed limit is 40km/h.
- Melwood Avenue is a through road and this section runs north south connecting Warringah Road at a signalised intersection on the north and forms a T-intersection with Bushland Avenue on the south.
- Melwood Avenue is a two-lane road with a width of approximately 12m. There is unrestricted parking on both sides along with a bicycle path.
- There is an existing raised pedestrian crossing on the northern boundary of the school.
- Footpaths are available on both sides of the street along this section.
- A Bus Stop servicing school buses is also on the northern boundary past the pedestrian crossing.
- The surrounding properties are comprised of medium density residential properties with Forestville RSL approximately 100m from the school.

ISSUES

- Parents often queue and park their cars in the existing Bus Zone to drop off/pick up their children at the Bus Stop.
- There is an existing Drop off and Pick up Zone along Darley Street frontage of the school. However, due to close proximity to Forestville shops, Forestville library, Preschool and Church this street is often congested.
- Some parents have been reported to use the car park of the Forestville Shops and walk all the way to drop off and pick up their children.
- The availability of a drop off and pick up zone would alleviate the congestion on Darley Street.
- It will also deter long time parking of boats, trailers and caravans along the school frontage and increase parking turnover.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to convert the existing unrestricted parking to No Parking 8:00am – 9:30am and 2:30pm – 4:00pm School Days restrictions, on the eastern side of Melwood Avenue, between the Bus Zone and the end of the school. The proposal will allow parents and carers to drop off and pick up passengers. It should be noted that a No Parking Zone allows drivers to park for two minutes provided they remain within 3m of the vehicle.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- Improved pedestrian amenity and safety by enabling parents and carers to drop off/pick up students on the school frontage.
- No Impact on people cycling along Melwood Avenue, Forestville.

CONSULTATION

Consultation letters have been distributed to 16 properties within the immediate vicinity of the location providing notification of the proposed changes. Council received consent from the school's principal and overwhelming support from parents. However, we did not receive any responses from impacted residents. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE


That the Traffic Committee supports the installation of No Parking 8:00am – 9:30am and 2:30pm – 4:00pm School Days restrictions on Melwood Avenue, Forestville, along the school frontage for a length of approximately 75m.



PROPOSAL

Melwood Avenue, Forestville
Drop off and Pick up Zone

Drawn AS

Approved 



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Table of Consultation

Address	Melwood Avenue, Forestville
Proposal	Drop off & Pick Up Zone

Properties Consulted	16
Responses Received	19
Support	18
Do Not Support	1

Council has received 18 responses from parents and 1 response from School Staff during consultation period.

Issue	Resident Comment	Council Response
Monitoring	Need to monitor by Rangers the No Parking restriction.	After the installation of the 'No Parking' signs, council's rangers and NSW police will periodically patrol the area to ensure enforcement of the parking restriction.
Loss of parking	School staff will not be able to park there. As there is not enough on-site staff parking available.	The school's principal supported the proposal. There are unrestricted parking available on other parts of Melwood Avenue. The loss of long term parking is acceptable as it will benefit the parents and carers to safely drop off and pick up their children.

ITEM 4.29	OAKS AVENUE, DEE WHY - LOADING ZONE
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2020/424919
ATTACHMENTS	1 Oaks Avenue, Dee Why - Plan

GEOCODES: -33.753748, 151.287328

REPORT

BACKGROUND

Council has received a request from local businesses regarding provision of an on-street loading zone on Oaks Avenue, Dee Why, near the shops to facilitate their businesses.

LOCATION

- Oaks Avenue is a local road with a 40km/h speed limit.
- Oaks Avenue is a two-lane road with a width of approximately 11m.
- Oaks Avenue is a through road, which runs east west. This section of the road intersects with Pittwater Road on the west at a signalised intersection and at a roundabout with Avon Road on the east.
- This section is between two marked pedestrian crossings and indented parking bays with Timed restrictions. Wide pedestrian footpaths are available on both sides of the street.
- There are many retail shops, cafes, dine in and take-away food outlets on both sides of the street.

ISSUES

There are no loading zone on Oaks Avenue, Dee Why, outside the Dee Why Market. There are many shops that need the service of loading facilities to receive deliveries of goods and supplies. Council generally does not support the reliance of on-street loading facilities. However, in this case a small window of time has been considered to facilitate early morning deliveries of the nearby shops. The Loading Zone from 6:00am-10:00am Monday-Sunday will enable patrons to park during lunch time and reduce conflict between pedestrians as well.

PROPOSAL

Council has undertaken a review of the above location and proposes to install a 13m Loading Zone 6:00am – 10:00am Monday-Sunday opposite to No.33 Oaks Avenue, Dee Why (Dee Why Market).

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect the pedestrian facilities or impacts on walking paths

CONSULTATION

Consultation letters have been distributed to 55 properties within the immediate vicinity of the location providing notification of the proposed changes. No submissions were received at the time of reporting.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of a 13m Loading Zone outside 33 Oaks Avenue, Dee Why, from 6:00am-10:00pm Monday-Sunday near the western boundary of the property and 10m before the marked pedestrian crossing.



PROPOSAL

Oaks Avenue, Dee Why
Loading Zone

Drawn AS

Approved *P. Deon*



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ITEM 4.30	QUEENSCLIFF ROAD, QUEENSCLIFF - BICYCLE ACCESS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2020/424205
ATTACHMENTS	1 Queenscliff Road, Queenscliff - Plan 2 Table of Consultation

GEOCODES: -33.781693, 151.280053

REPORT

BACKGROUND

Queenscliff Road, Queenscliff, is a popular cycling route between Pittwater Road and higher areas of Queenscliff due to the gentler grades and lower traffic than surrounding streets. Currently bicycle riders must mount the kerb or use the footpath to gain access between the two cul-de-sacs.

The proposal provides a short shared path connection between the two cul-de-sacs to allow bicycle riders to safely and legally ride through this location.

This connection has been identified in the draft Northern Beaches Bike Plan.

LOCATION

Queenscliff Road is a local road carrying low volumes of traffic. It is split at the lower end by two cul-de-sacs. Lower end of Queenscliff Road is approximately 90m in length and 11.5m width. The higher end is approximately 320m in length and 10m width. Parking is permitted on both sides of the road.

ISSUES

- Currently no official through access for bicycle riders.
- Bicycle riders must mount the kerb or use the existing footpath.

PROPOSAL

Council proposes to widen the existing footpath to a 2.5m wide shared path between the two cul-de-sacs. New kerb ramps would allow bicycle riders to safely transition from the road to the shared path. Bollards would be placed to restrict vehicle access.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have a positive impact on people cycling as it will allow for safe access between the two cul-de-sacs.
- The proposal would improve pedestrian amenity through the provision of a wider shared path and additional kerb ramps.

CONSULTATION

Consultation letters have been distributed to 258 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the implementation of a shared path between the two Queenscliff Road, Queenscliff, cul-de-sacs to allow for safe bicycle access.

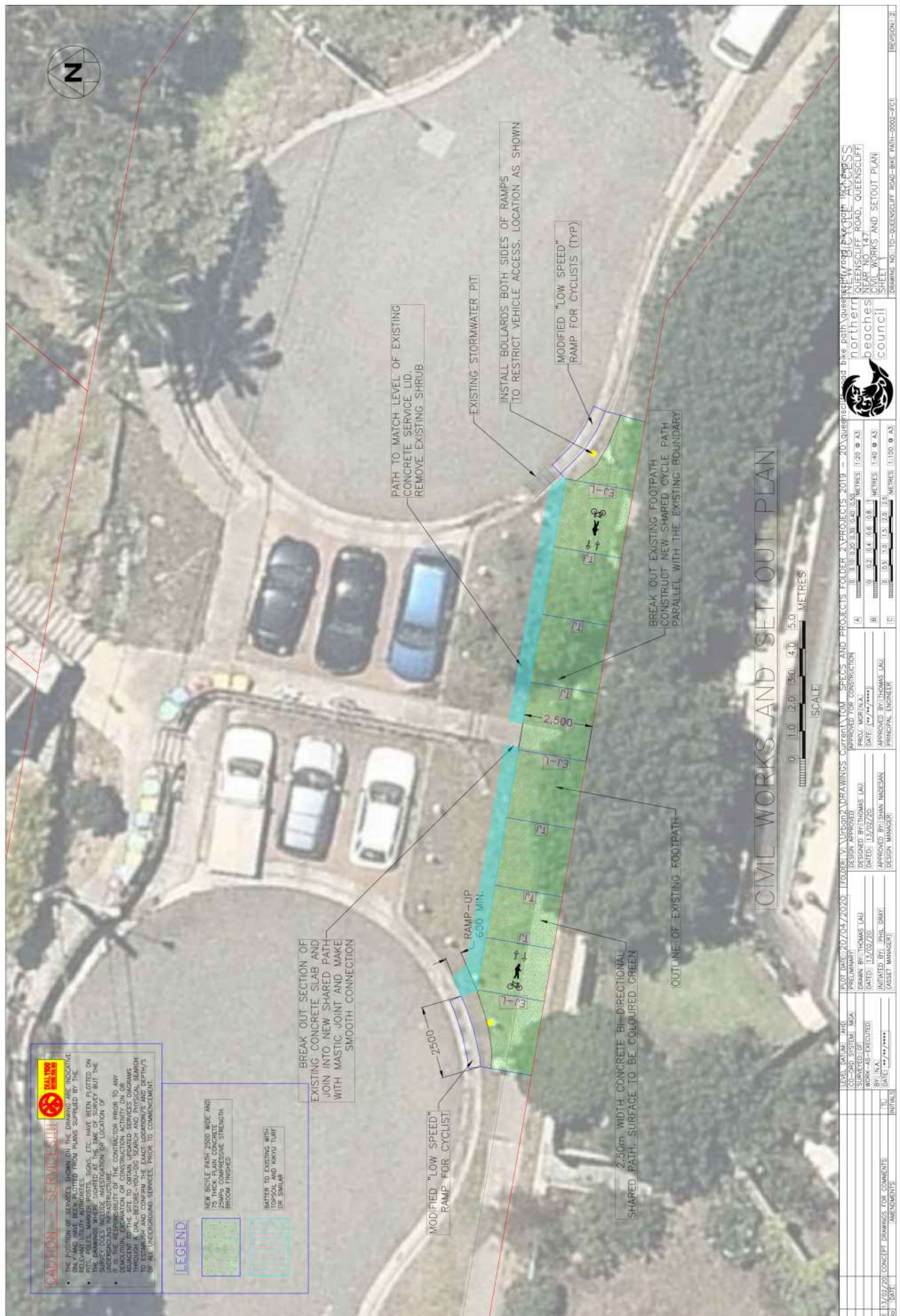


Table of Consultation

Address	Queenscliff Road, Queenscliff
Proposal	Bicycle Access

Letter to Owners & Residents

Properties Consulted	258
Responses Received	6
Supporting of Project	4
Support with concerns	1
Do Not Support	1

Issue	Resident Comment	Council Response
Support for project	Support proposal would improve access for bicycle riders	Noted. Thank you.
Improve Safety	Support as proposal would improve safety for pedestrians and cyclists.	Noted. Thank you.
More bicycle traffic on Queenscliff Road	Can be dangerous when pulling out of driveway as bicycles can travel at speed down the hill	Care should always be taken when pulling out of driveways as vehicles (including bicycles) travelling on the street have priority.
Motorcycles using access	Many motorcycles cut through this area. Creating bicycle access will lead to more motorcycles using this route illegally.	Its not possible to provide a physical barrier to motor cycles without restricting bicycle and wheelchair access. Motorcycles using this access illegally is a police matter.
Queenscliff Bridge	Upgrade may lead to increase in bicycles using Queenscliff bridge. This needs to be upgraded to allow safe passage of bicycles without dismounting.	This is out of scope of this project. This is a known issue and identified as a project to seek TfNSW funding.
More bicycle traffic in the area in general	Upgrade may lead to increase in bicycles in the general area and hence lead to increased chance of accidents.	An increase in bicycle usage is a positive outcome and in line with Council's Transport Strategy.
Intersection of Queenscliff Rd and Pittwater Rd	Bicycle and pedestrians step out in front of cars. There should be warning signs so people don't do this.	This is out of scope of this project however the issue has been referred to Council's Road Safety Officer and will be considered as a location for the next roll out of "look out before you step out" pavement markers.

5.0 MATTERS FOR NOTATION

ITEM 5.1	TABLE OF APPROVALS UNDER DELEGATION
REPORTING OFFICER	MANAGER, TRANSPORT NETWORK
TRIM FILE REF	2020/427142
ATTACHMENTS	1 Table of Approvals Under Delegation

GEOCODES: Various

REPORT

- Council's Transport Network Team obtained delegation from the Northern Beaches Council Local Traffic Committee on the 4 June 2019 to implement measures to reinforce existing controls under the NSW Road Rules as well as minor proposals, without reporting these matters to the Traffic Committee meeting.
- It was agreed that a plan of the proposals will be forwarded to the Traffic Committee members for consideration. If no objections are received within the specified response time, the proposals will be approved under delegation and be presented in the agenda as a Matter for Notation.
- Except for statutory requirements, consultation with affected residents and businesses within the immediate vicinity of the proposal will still be required prior to consideration.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee notes the delegated approval of actions detailed in Attachment 1 - Table of Approvals Under Delegation.

Table of Approvals Under Delegation - 4 August 2020

Location	Action	Consultation	Referral Sent Date	Approval Date
Glen Street, Belrose	Formalise Bus Zones	Properties consulted: No Consultation conducted but Notification was provided to residents Support: n/a Object: n/a Reason for approval: Glen Street has a width of approximately 9.5m in certain sections and bus routes in both directions. With cars parked too close to Bus Stops, buses have difficulty driving through. More issues occur when two buses are travelling simultaneously	17 July 2020	24 July 2020
Seaforth Crescent and Ponsonby Parade	Formalise Bus Zone	Properties consulted: No Consultation conducted but Notification was provided to residents Support: n/a Object: n/a Reason for approval: Vehicles park too close to the bus stop and as it is close to a sharp bend this raises further concern. If a vehicle is parked within the bus zone, the bus would be stopped at an angle, hence creating a hazard for other vehicles	17 July 2020	24 July 2020
Narrabeen Park Parade, Mona Vale	Formalise Bus Zone	Properties consulted: No Consultation conducted but Notification was provided to residents Support: n/a Object: n/a Reason for approval: Vehicles are parking within statutory Bus Zone. Proposal allows bus to stop along kerbside without impacting two-way traffic	17 July 2020	24 July 2020
Narrabeen Park Parade, Warriewood	Formalise Bus Zone	Properties consulted: No Consultation conducted but Notification was provided to residents Support: n/a Object: n/a Reason for approval: Vehicles are parking within statutory Bus Zone and pedestrian walkway during the summer months. Proposal reinforces existing Road Rules.	17 July 2020	24 July 2020
Lantana Avenue, Wheeler Heights	Formalise Bus Zone between the hours of 7:30AM to 8:30AM and 3:30AM to 4:30PM	Properties consulted: No Consultation conducted but Notification was provided to residents Support: n/a Object: n/a Reason for approval: Vehicles are parking within statutory Bus Zone. The proposal allows residents or visitor to parking outside restrictions.	17 July 2020	24 July 2020

Location	Action	Consultation	Referral Sent Date	Approval Date
Penrith Avenue, Wheeler Heights	Formalise Bus Zone between the hours of 7AM to 9AM and 3PM to 4:30PM SCHOOL DAYS	Properties consulted: No Consultation conducted but Notification was provided to residents Support: n/a Object: n/a Reason for approval: Vehicles are parking within statutory Bus Zone. Proposal allows bus to stop along kerbside without impacting traffic.	17 July 2020	24 July 2020
744-748 Mitchell Road, Brookvale	No Stopping extension and Median Island	Properties consulted: Notification will be provided to residents and businesses prior to the installation of signage and median island Support: n/a Object: n/a Reason for approval: Proposal is part of DA2019/1232 to satisfy development conditions No. 22, 33 and 52. Detail plans are to be provided demonstrate the proposed median island and kerbside parking restrictions within Council's Public Domain and is to submitted and approved by the Local Traffic Committee prior to the issue of any Occupation Certificate.	17 July 2020	24 July 2020
Allambie Road, Allambie Heights	No Stopping Restriction	Properties consulted: The impacted properties were notified. No responses were received at the time of this reporting. Support: n/a Object: n/a Reason for approval: Council has been granted 100% NSW Government funding to provide an improved transport connection for part of the regional cycling route connecting the Strategic Centres of Manly and Frenchs Forest. The project involves the construction of a 2.5m to 3m shared path along Allambie Road and safer crossing treatments. The pavement width of the road has been reduced as the kerb alignment between Martin Luther Place & Darnmore Avenue has been changed to maintain the minimum required width of the shared path. Therefore, council is proposing to convert the existing No Parking 'Motor Vehicles Excepted' to full time No Stopping Restriction for a length of about 200m.	26 June 2020	3 June 2020